



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Summary

Service Difficulty Reporting

March 8, 1998 - March 14, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
- III International Service Difficulty Report
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- V Index By Aircraft Make and Model
- VI Joint Aircraft System/Component Code Table

ISSUE: 98-11



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

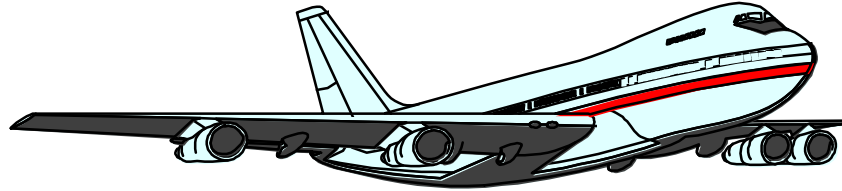
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

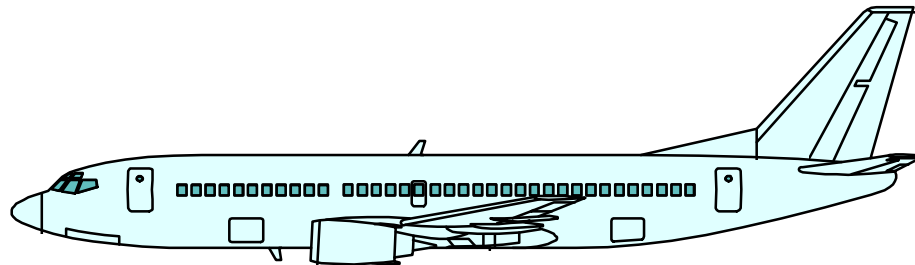
john_e_jackson@mmacmail.jccbi.gov

james_gillespie@mmacmail.jccbi.gov

blake_mcdonald@mmacmail.jccbi.gov



SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

3/8/98 - 3/14/98 ISSUE: 98-11 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230			PWA JT9D7R4D		PWA	BLADE	FAILURE COMP 5TH STG		1/31/93 CA930503514
*****	(CAN) DURING STABILIZED CLIMB, A LOUD BANG ACCOMPANIED BY YAW OCCURRED. ENGINE SUFFERED A 5TH STAGE COMPRESSOR BLADE FAILURE. FAILURE OCCURRED ONE INCH FROM THE BLADE ROOT. THE BROKEN BLADE JAMMED IN THE 6TH STAGE ROTOR SEAL AND DAMAGED THE SEAL. PART TC: 4,564.								
7210	426UE	BAG	GARRTT			IDLER GEAR	FAILED		2/5/98
WTAA	774	JETSTM3101	TPE33110U			31022861	LT RED GEARBOX		WTAA980023A
*****	LAX - LEFT ENGINE POWER LOSS FOLLOWED BY AUTO SHUT DOWN REPORTED ON CLIMB-OUT. CREW COMPLETED CHECKLIST PROCEDURES AND DECLARED EMERGENCY. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED LEFT ENGINE. AIRCRAFT RETURNED TO SERVICE. ON SUBSEQUENT ENGINE DISASSEMBLY FOUND DIAPHRAGM FIRST IDLER GEAR AND GEARCASE FIRST ACCESSORY IDLER GEAR TO HAVE EXPERIENCED GEAR TOOTH FAILURE. (M)								
7210	426UE	BAG	GARRTT			IDLER GEAR	FAILED		2/5/98
WTAA	774	JETSTM3101	TPE33110U			31015351	LT RED GEARBOX		WTAA980023B
*****	LAX - LEFT ENGINE POWER LOSS FOLLOWED BY AUTO SHUT DOWN REPORTED ON CLIMB-OUT. CREW COMPLETED CHECKLIST PROCEDURES AND DECLARED EMERGENCY. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED LEFT ENGINE. AIRCRAFT RETURNED TO SERVICE. ON SUBSEQUENT ENGINE DISASSEMBLY FOUND DIAPHRAGM FIRST IDLER GEAR AND GEARCASE FIRST ACCESSORY IDLER GEAR TO HAVE EXPERIENCED GEAR TOOTH FAILURE. (M)								
2750	75429	BOEING				RIVET	SHEARED		12/18/97
MZZA	21427	7272F9				MS204704	TE FLAP		MZZA98031
*****	KUL - RIGHT OUTBOARD AFT FLAP DOES NOT RETRACT TO A PARALELL POSITION, AS COMPARED TO MIDFLAP TRAILING EDGE, OUTBOARD END HAS EXCESSIVE GAP. UPON INVESTIGATION FOUND OUTBOARD AFT FLAP OUTBOARD DRIVE PUSHROD CONTROLLER RIVET SHEARED. SUB STITUTED WITH A 18 INCH SPLIT PIN THIS ALLOWED PLAY TO DEVELOP IN THE LENGTH OF THE ROD , THUS AFT FLAP WAS NOT BEING FULLY RETRACED AT THIS LOCATION. SHEAR RIVET REPLACED IAW SRM 51-30-2. AFT FLAP OPERATED AND FOUND ECCENTRICS OUT OF ADJUSTMENT, CAUSING BINDING, READJUSTED AND FUNCTIONAL CHECKED SATISFACTORY. (M)								
5210	300AU	BOEING				DOOR	NOT LATCHED		1/31/98
USAA	23228	737301					PAX COMPT		USAASB98027
*****	PIT - FLT 1026 - UPON CLIMB-OUT FROM PIT, AIRCRAFT WAS UNABLE TO PRESSURIZE. FLT LEVELED OFF AT 7,000 FT. FLT ATTENDANT REPORTED THAT THE AFT LEFT ENTRY DOOR DID NOT APPEAR TO BE CLOSED PROPERLY. NO DOOR WARNING LIGHTS WERE ILLUMINATED IN THE COCKPIT. CAPTAIN DECIDED TO RETURN TO FIELD AT PIT WHERE THE FLIGHT LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE AFT LEFT ENTRY DOOR NOT PROPERLY CLOSED AND LOCKED EVEN THOUGH DOOR WARNING LIGHT WAS NOT ILLUMINATED. CLOSED DOOR PROPERLY. AIRCRAF TOK FOR CONTINUED SERVICE. (M)								
7310		BOEING	RROYCE		WOODWARD	FUEL VALVE	DISBONDED	18365	2/13/98
UU2R		757*	RB211535E437		8062550	4034260	REPAIR BUSHING	11480	98ZZZX1036
*****	WOODWARD RB211-535 CONTROL SN WYG 2328482 RETURNED DUE TO IN-FLIGHT SHUT DOWN (IFSD). INVEST CONFIRMED AN FFG MALFUNCTION WAS THE CAUSE OF THE IFSD AND MALFUNCTION CAUSED BY DISBONDMENT OF A REPAIR BUSHING WHICH HAD BEEN PERFORMED ON THE FUEL VALVE HOUSING WHEN NEW IN 1991. THIS EPOXY REPAIR WAS CONSIDERED PERMANENT. THE CAUSE OF DISBONDMENT IS UNDER INVEST. TO DATE, A SEARCH OF WOODWARD RECORDS INDICATES ONE OTHER FUEL VALVE HOUSING CONTAINS THIS IDENTICAL REPAIR. IMMEDIATE CORRECTIVE ACTION WILL BE FOR WOODWARD TO REQUEST 'RETURN FOR INSPECTION' OF OTHER S/N IN ORDER TO FURTHER ASSESS REPAIR. DETAILS REGARDING INCORPORATION OF A LONG TERM CORRECTIVE ACTION FOR THIS ISSUE WILL BE COORDINATED WITH RR.								
7250		SKRSKY	GE			TURBINE	EXPLODED	5500	4/14/93
		S61N	CT581401			4002T96P02	NR 2 ENG	450	CA930414101
*****	(CAN) DURING HEAVY LIFT LOGGING, THE NR 2 ENGINE 2ND STAGE TURBINE DISC EXPLODED. THE NR 1 ENGINE DID NOT SUPPLY POWER TO THE ROTOR AND THE HELICOPTER CRASHED AND BURNED.								
(End of SIGNIFICANT OCCURRENCE REPORT)									

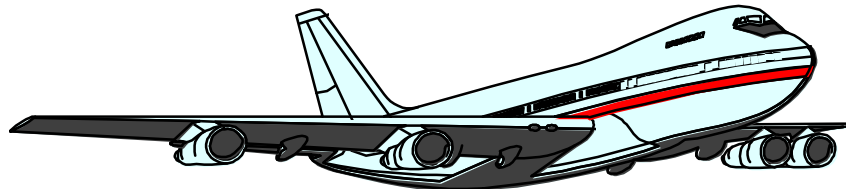
Run Date: 19-Mar-98

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

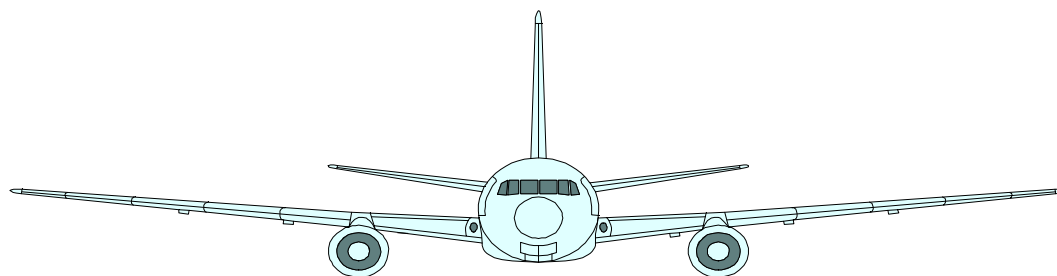
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 3/8/98 To 3/14/98

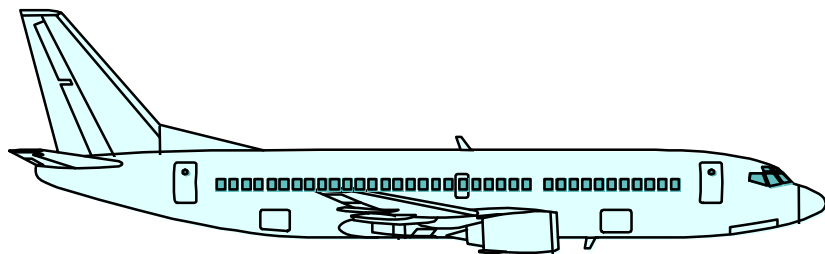
<u>PART NUMBER</u>			<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
31015351														
IDLER GEAR	JETSTM3101	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 31015351 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
31022861														
IDLER GEAR	JETSTM3101	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 31022861 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
31800002														
POWER PACK	PA23250	1	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 31800002 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1	-
4002T96P02														
TURBINE	S61N	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 4002T96P02 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
4034260														
FUEL VALVE	757*	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 4034260 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
MS204704														
RIVET	7272F9	1	-	-	-	-	-	-	-	-	-	-	-	1
	ATR42320	1	-	-	-	-	-	-	-	-	1	-	-	-
RIVETS	CL6002B19	1	-	-	-	-	-	-	-	1	-	-	-	-
TOTAL of # MS204704 - - - - -		3	-	-	-	-	-	-	-	1	1	-	-	1
TOTAL for ALL (8) PART NUMBERS: - - - - -		8	-	-	-	-	-	-	-	1	1	-	1	5
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**3/8/98 - 3/14/98 ISSUE: 98-11 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2561 SCNA						LIFE VEST P0723107C	CONTAMINATED CABIN	2/26/98	SCNA98022
LIFE VEST WAS REJECTED AT SHOP DUE TO CONTAMINATION. SKYDROL WAS SPILLED ON THE BOX BEFORE SHIPPING.									
7200 SIMA	142DD 040	AEROSP ATR42300	PWA PW120			ENGINE	SEIZED RIGHT	2/1/98	SIMA980312
ORD - FLT 4309 - AFTER TAKEOFF, NR 2 ENGINE LOST OIL PRESSURE. CREW SHUT DOWN ENGINE AND RETURNED TO ORD. RAI NR 2 ENGINE. PERFORMED GROUND RUNS SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
7200 FDEA	658FE 752	AIRBUS A300F4605R	GE CF680C2A5			ENGINE	FLAMED OUT NR 1	3/7/98	98FDEA00165
DURING IDLE DESCENT PASSING FL260, NR 1 ENGINE FLAMED OUT. NO APPARENT ENGINE DAMAGE. ALL FUEL PUMPS ON, 18000 LBS OF FOB. REMAINING, FUEL DISTRIBUTION NORMAL. FOLLOWING ECAM INSTRUCTIONS, ENGINE RE-LIT WITH APPLICATION OF CONTINUOUS IGNITION. ADVISED ATC, MADE NORMAL 2 ENGINE APPROACH AND LANDING. INSPECTED NR 1 ENGINE FUEL FILTERS, FOUND SLIGHTLY DIRTY, NO DEBRIS. INSPECTED ENGINE FOR FOD DAMAGE, NONE FOUND. ALL PARAMETERS WERE NORMAL.									
2130 FDEA	404FE 233	AIRBUS A310203				CPC 82010B040901	DEFECTIVE NR 1/2	3/10/98	98FDEA00168
ON DEPARTURE, A/C WOULD NOT PRESSURIZE. PERFORMED BITE CHECKS ON CPC 1 AND 2 NO DEFECTS NOTED. PREFORMED MANUAL CPC OPERATION, OPS CHECKS NORMAL. REMOVED AND REPLACED CPC NR 2 PRECAUTIONARY PER M/M 21-31-11. OPS CHECKS NORMAL PER M/M 21-31-00.									
3231 NWAA	318US 206	AIRBUS A320211				UPLOCK 201122008	MALFUNCTIONED RT MLG DOOR	2/13/98	9803663218
DURING APPROACH FOLLOWING LANDING GEAR EXTENSION, RIGHT MAIN GEAR DOOR INDICATED OPEN. RECYCLED LANDING GEAR RECEIVED THE SAME INDICAITON AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT GEAR DOOR UPLOCK ASSEMBLY, OPERATIONAL CHECK OK.									
3231 DKAA	192R 192	AMD FALCON20				SWITCH A2238012	FAILED LT MLG DOOR	2/9/98	DKAA98003
GEAR DOORS WOULD NOT CLOSE AFTER TAKEOFF. CLEANED AND ADJUSTED LT MLG DOOR ACTUATOR SWITCH. OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 MALA	501XJ E2208	BAC AVRO146RJ85A				LENS	BROKEN CABIN	3/6/98	MALA976034
DURING INSPECTION, BROKEN LENS ON EXIT SIGN NEAR MAIN PASSENGER DOOR. MAINTENACE REPAIRED LENS ON EXIT SIGN, ALL CHECKS GOOD.									
7200 WTAA	401UE 729	BAG JETSTM3101	GARRTT TPE33110U			ENGINE	LOW POWER LEFT	2/5/98	WTAA980022
FAT - LEFT ENGINE FAILED TO MAKE TAKEOFF TORQUE. TAKEOFF ABORTED. MAINTENANCE PERFORMED GROUND RUNS AND HIGH SPPE TAXI. UNABLE TO DUPLICATE DISCREPANCY. AIRCRAFT RETURNED TO SERVICE. (M)									
7200 WTAA	418UE 780	BAG JETSTM3101	GARRTT TPE33110U			ENGINE	BIRDSTRIKE LEFT	1/20/98	WTAA980013
SMF - BIRDSTRIKE REPORTED ON LEFT ENGINE AREA DURING TAKEOFF. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE ACCOMPLISHED BIRDSTRIKE INSPECTION. EVIDENCE OF BIRDSTRIKE REPORTED IN LEFT ENGINE OIL COOLER AREA ONLY. NO DAMAGE TO PROPELLER OR ENGINE INGESTION REPORTED. CLEANED AND INSPECTED LEFT ENGINE OIL COOLER. PERFORMED ENGINE GROUND RUN. ALL ENGINE OPERATIONS NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
7200 WTAA	425UE 798	BAG JETSTM3101	GARRTT TPE33110U			ENGINE	LOW POWER LEFT	2/8/98	WTAA980030
MOD - LEFT ENGINE FAILED TO ACHIEVE MINIMUM STATIC TORQUE ON TAKEOFF ROLL. TAKEOFF ABORTED. UNABLE TO DUPLICATE REPORTED DISCREPANCY ON SUBSEQUENT ENGINE RUN. ALL ENGINE PARAMETERS NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/8/98 To 3/14/98 ISSUE: 98-11 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7210 WTAA	426UE 774	BAG JETSTM3101	GARRTT TPE33110U			IDLER GEAR 31015351	FAILED LT RED GEARBOX	2/5/98	WTAA980023B
*****	LAX - LEFT ENGINE POWER LOSS FOLLOWED BY AUTO SHUT DOWN REPORTED ON CLIMB-OUT. CREW COMPLETED CHECKLIST PROCEDURES AND DECLARED EMERGENCY. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED LEFT ENGINE. AIRCRAFT RETURNED TO SERVICE. ON SUBSEQUENT ENGINE DISASSEMBLY FOUND DIAPHRAGM FIRST IDLER GEAR AND GEARCASE FIRST ACCESSORY IDLER GEAR TO HAVE EXPERIENCED GEAR TOOTH FAILURE. (M)								
7210 WTAA	426UE 774	BAG JETSTM3101	GARRTT TPE33110U			IDLER GEAR 31022861	FAILED LT RED GEARBOX	2/5/98	WTAA980023A
*****	LAX - LEFT ENGINE POWER LOSS FOLLOWED BY AUTO SHUT DOWN REPORTED ON CLIMB-OUT. CREW COMPLETED CHECKLIST PROCEDURES AND DECLARED EMERGENCY. AIRCRAFT RETURNED TO STATION WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED LEFT ENGINE. AIRCRAFT RETURNED TO SERVICE. ON SUBSEQUENT ENGINE DISASSEMBLY FOUND DIAPHRAGM FIRST IDLER GEAR AND GEARCASE FIRST ACCESSORY IDLER GEAR TO HAVE EXPERIENCED GEAR TOOTH FAILURE. (M)								
7320 VTZA	495UE 818	BAG JETSTM3201	GARRTT TPE3311			TTL BYPASS VALVE 8974575	FAILED RT ENGINE	1/15/98	VTZA98016
	FLT 6362 - SYR-IAD - DURING TAKEOFF EXPERIENCED A DISCREPANCY WITH THE RT ENGINE ONLY MAKING 90 PERCENT TAKEOFF TORQUE. THE AIRCRAFT RETURNED TO SYR AND MAINTENANCE CONTROL WAS NOTIFIED. MAINTENANCE REMOVED AND REPLACED THE TTL BYPASS VALVE ON THE RT SIDE IAW MM PROCEDURES. ALL REQUIRED CHECKS COMPLETED. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)								
7320 VTZA	495UE 818	BAG JETSTM3201	GARRTT TPE3311			TTL VALVE 8974575	FAILED RT ENGINE	1/25/98	VTZA98026
	FLT 6391 - IAD-CHO - DURING CRUISE, EXPERIENCED A FLUCTUATION OF THE RT EGT AND TQ INDICATIONS. AIRCRAFT RETURNED TO IAD WITH NO PROBLEM. AIRCRAFT TAXIED TO THE GATE WHERE MAINTENANCE CONTROL WAS NOTIFIED. MAINTENANCE WAS DISPATCHED TO THE AIRCRAFT AND REMOVED AND REPLACED THE RT ENGINE TTL VALVE. ALL REQUIRED CHECKS WERE ACCOMPLISHED AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)								
7332 RAIA	872AE 872	BAG JETSTM3201	GARRTT TPE33112UA			PRESSURE SWITCH 1103P0645	FAILED LT ENGINE	1/19/98	RAIA980119
	FLT 4714 - FAT - LEFT ENGINE FUEL LOW PRESSURE CAPTION ILLUMINATED ON TAKEOFF. MAINTENANCE REPLACED LEFT ENGINE FUEL LOW PRESSURE SWITCH. (M)								
6111 EY2R		BEECH 1900D		HARTZL HCE4A3A		FORK 57D0495	CRACKED PITCH CHANGE	12773 4292	2/3/98 98ZZZX1040
	INSPECTION FOUND FORWARD EAR OF PITCH CHANGE FORK CRACKED IN INBOARD RADIUS OF PITCH PIN ENGAGEMENT SLOTS.								
6111 EY2R		BEECH 1900D		HARTZL HCE4A3A		FORK 57D0495	CRACKED PITCH CHANGE	4574	1/21/98 98ZZZX1041
	INSPECTION FOUND FORWARD EAR OF PITCH CHANGE FORK CRACKED IN INBOARD RADIUS OF PITCH PIN ENGAGEMENT SLOTS. FOUR CRACKS.								
8010	1128M UC139	BEECH 1900C			1293800161	RELAY KSR	BURNED DC POWER PANEL	3062	2/5/98 98ZZZX1042
	DURING TAXI, CREW NOTICED 90 PERCENT LOAD ON LEFT GENERATOR AND RIGHT GENERATOR LOAD ZERO PERCENT. TRIED TO RESET RIGHT GENERATOR, BUT COULD NOT RESET. TURNED OFF LEFT GENERATOR AND AIRCRAFT GEN-TIES OPENED AND BATTERY BUS TIES OPENED. COULD NOT RESET LEFT GENERATOR. RETURNED TO HANGAR. SUBMITTER SUSPECTED RIGHT START RELAY CONTACTS WELDED CLOSED. REPLACED DC POWER PANEL AND SYSTEMS RETURNED TO NORMAL.								
2612 UALA	7466U 21920	BOEING 727222	PWA JT8D15			FIRE WARNING	ACTIVATED NR 3 ENGINE	3/1/98	98UAL900093
	NR 3 ENGINE FIRE WARNING ILLUMINATED AFTER TAKEOFF AT 1000 FEET. RETURNED TO LAX.								
2612 FDEA	240FE 20978	BOEING 727277				FIRE WARN LIGHT	MALFUNCTION APU	3/10/98	98FDEA00167
	BOTH MASTER FIRE WARNING LIGHTS ILLUMINATE INTERMITTENTLY. ALL FIRE WARNING LIGHTS OFF PRIOR TO TAKEOFF. ONCE AIRBORNE APU FIRE LIGHT CAME ON STEADY. MASTER FIRE WARNING LIGHTS STARTED FLICKERING. REPLACED APU FIRE BOTTLE. FOUND CORROSION ON PLUG D-4858P FOR R421 BLOCKING RECTIFIER. CLEANED SAME, ALSO REPLACED AURAL WARNING BOX. FIRE SYSTEM TESTS OK. RAN APU, NORMAL OPERATION.								

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/8/98 To 3/14/98 ISSUE: 98-11 ZAC-326

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2750	75429	BOEING				RIVET	SHEARED		12/18/97
MZZA	21427	7272F9				MS204704	TE FLAP		MZZA98031
*****	KUL - RIGHT OUTBOARD AFT FLAP DOES NOT RETRACT TO A PARALELL POSITION, AS COMPARED TO MIDFLAP TRAILING EDGE, OUTBOARD END HAS EXCESSIVE GAP. UPON INVESTIGATION FOUND OUTBOARD AFT FLAP OUTBOARD DRIVE PUSHROD CONTROLLER RIVET SHEARED. SUB STITUTED WITH A 18 INCH SPLIT PIN THIS ALLOWED PLAY TO DEVELOP IN THE LENGTH OF THE ROD , THUS AFT FLAP WAS NOT BEING FULLY RETRACED AT THIS LOCATION. SHEAR RIVET REPLACED IAW SRM 51-30-2. AFT FLAP OPERATED AND FOUND ECCENTRICS OUT OF ADJUSTMENT, CAUSING BINDING, READJUSTED AND FUNCTIONAL CHECKED SATISFACTORY. (M)								
2782	219FE	BOEING				ACTUATOR	FAILED		3/5/98
FDEA	21102	727233				651781823	NR 8 LE SLAT		98FDEA00153
	98-0058 AFTER TAKEOFF WITH GEAR AND FLAPS UP, LEADING EDGE DEVICE INDICATIONS WERE NORMAL. SYSTEM 'A' LOST ALL QUANTITY. DURING HYDRAULIC LOSS CHECK LIST, LEADING EDGE DEVICE MALFUNCTION, LIGHT ON SLAT NR 8 WAS AMBER. AFTER AIRCRAFT TOW IN, FOUND NR 8 SLAT ACTUATOR BLOWN. REMOVED AND REPLACED PER MAINTENANCE MANUAL 27-81-32. REMOVED AND REPLACED SYSTEM FILTERS. TEST, BLED AND LEAK CHECK SYSTEM. NO LEAK, ALL FUNCTION NORMAL. RAN ENGINES 1 AND 2 PER JET RUN HANDBOOK AND TESTED PER CHAPTER 5A AND 9. GROUND CHECK NORMAL. SERVICED SYSTEM AS REQUIRED.								
3220	832RV	BOEING				FITTING	CRACKED	57463	3/5/98
RAAA	19098	72722C				65176731	BS 351.2		RAAA98B2011
	DURING SCHEDULED NLG CHANGE AND ACCOMPLISHMENT OF CPCP TASK CARD C32-131-01 FOUND 2.1 INCH CRACK THROUGH DRAG BRACE SUPPORT FITTING INTERCOSTAL RADIUS. CHANGED DRAG BRACE SUPPORT FITTING PER S/B 727 53-69, REV 2 M-54 NR 1.								
3231	79746	BOEING				RETRACT MECH	OUT OF RIG		3/7/98
CALA	22449	727224					NLG DOORS		CALA9800398
	THE NOSE GEAR DOORS CAME OPEN ACCOMPANIED BY ILLUMINATION OF THE RED NOSE GEAR DOORS LIGHT WITH THE GEAR HANDLE IN UP OR OFF POSITION WHILE AT CRUISE. VIBRATION WAS FELT AND NOISE LEVEL HAD INCREASED. MAINTENANCE FOUND THE NOSE GEAR DOORS OUT OF RIG. THE DOORS WERE RIGGED IAW MM 32-22-1 AND OPERATION CHECKED GOOD.								
3242	7278U	BOEING	PWA			BRAKES	WORN		2/28/98
UALA	21425	727222	JT8D15				NR 4		98UAL900095
	NR 4 BRAKE HAS EXCESSIVE METAL SHAVINGS INSIDE AND OUTSIDE OF BRAKE. BRAKE WEAR PIN MEASURES .625. CREW VERBALLY REPORTED INEFFECTIVE BRAKING ACTION RIGHT SIDE ON LANDING AND ROLLOUT.								
3260	198FE	BOEING				SWITCH	DIRTY		3/6/98
FDEA	19154	72722					RT MLG DOOR		98FDEA00160
	98-0059 ON TAKEOFF, RIGHT MAIN GEAR DOOR LIGHT CAME ON AND WOULD NOT GO OFF. CYCLED GEAR, LIGHT WENT OUT. INSPECTED AND CLEANED RIGHT MAIN GEAR DOOR SWITCH. CYCLED DOOR SEVERAL TIMES. OPERATIONAL CHECK NORMAL.								
3260	922TS	BOEING				FLT/GND SENSOR	FAILED		2/9/98
TAOA	20415	727225				106122615	LT MLG		TAOA029804
	FLT 6081 - BOS-LGA - AIRCRAFT AT GATE SMOKE IN CABIN BEFORE DEPARTURE, BOTH AIRCRAFT PACKS OVERHEATED WITH PACK GROUND COOLING FAN DOORS FULL OPEN. SMOKE IN CABIN, PASSENGERS DEPLANED. REPLACED FLT/GROUND SHIFT SENSOR ON LEFT MAIN LANDING EAR PER MM 32-31-0. OPERATIONAL CHECK NORMAL. (M)								
3350	7290U	BOEING	PWA			BATTERY PACK	DISCHARGED		2/25/98
UALA	21568	727222	JT8D15			90035A	CABIN		98UAL900091
	EMERGENCY WING ILLUMINATING LIGHT ON FUSELAGE FOUR WINDOWS AFT OF LEFT OVERWING EXIT IS INOPERATIVE. *S/D* REPLACED BATTERY PACK DUE TO FAILURE.								
3350	7293U	BOEING	PWA			BATTERY	DISCHARGED		3/5/98
UALA	21571	727222	JT8D15				CABIN		98UAL900100
	FORWARD AISLE OVERWING EXIT EMERGENCY EXIT LIGHT DOES NOT ILLUMINATE BY ROW 21 AND 8 CEILING LIGHTS BATTERY WILL NOT HOLD A CHARGE.								
3350	7945U	BOEING	PWA			LIGHT	FAILED		2/23/98
UALA	21899	727222	JT8D15			1060091102	CABIN		98UAL900087
	EMERGENCY EXIT LIGHT ABOVE DOOR 1L INOPERATIVE. *S/D* BATTERY FAILED. REPLACED LIGHT ASSEMBLY.								

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3350 UALA	7459U 21913	BOEING 727222	PWA JT8D15			LIGHTS	INOPERATIVE CABIN		3/3/98 98UAL900099
LEFT AFT OVERWING WALKWAY EMERGENCY LIGHT INOPERATIVE.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY S106S106	DISCHARGED CABIN		3/7/98 K3HA980025
FORWARD AISLE CEILING EMERGENCY LIGHT INOP. REMOVED AND REPLACED BATTERY'S AISLE EMERGENCY FORWARD CEILING LIGHT REF 33-50-01, OPS CHECK OK.									
3350 K3HA	361KP 20627	BOEING 727225				BULB 3071BPEGPL	FAILED CABIN		3/7/98 K3HA980023
ROW NR 2 EMERGENCY EXIT LIGHT ON FLOOR INOP. RELAMPED AND RESECURED TO FLOOR TRACK, OPS CHECK GOOD.									
3350 K3HA	361KP 20627	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/7/98 K3HA980024
AISLE LIGHTED EXIT SIGN CENTER INOP. REMOVED AND REPLACED AISLE (CENTER) LIGHTED EXIT SIGN BATTERY PACK REF MM33-50-71, OPS CHECK GOOD.									
3350 K3HA	8880Z 21453	BOEING 727225				BULB 3071BPEGPL	FAILED CABIN		3/8/98 K3HA980026
AT ROW 18DEF 1ST RED EMERGENCY PATH LIGHTING OUT. REMOVED AND REPLACED LIGHT BULB, OPS CHECK GOOD.									
3350 K3HA	8880Z 21453	BOEING 727225				BULB	FAILED CABIN		3/8/98 K3HA980027
L2 DOOR LOWER EMERGENCY EXIT SIGN 1/2 LIGHTS OUT. REMOVED AND REPLACED LIGHT BULB, OPS CHECK GOOD.									
3350 K3HA	8880Z 21453	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/4/98 K3HA980022
EMERGENCY EXIT SIGN AFT OF THE FORWARD LOWERED CEILING INOP. REPLACED BATTERY PACK ON EMERGENCY EXIT SIGN AFT OF THE LOWER CEILING. OPS CHECK GOOD.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY S106	DISCHARGED CABIN		3/5/98 K3HA980028
AFT VENTRAL AIRSTAIR EMERGENCY LIGHT INOP. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY'S, OPS CHECK OK.									
3350 K3HA	8883Z 21580	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		3/6/98 K3HA980029
LEFT HAND OVERWING EMERGENCY LIGHT BATTERY PACK LOW CHARGE. REMOVED AND REPLACED BATTERY PACK IAW 33-50-22, OPS CHECK OK.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK. 8621014	DISCHARGED CABIN		3/6/98 RAAA98B2014
PAX ROW 12 FLOOR PROXIMITY EGRESS LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			GRIMES 1000679LB	BATTERY PACK 900835A	DISCHARGED CABIN		3/6/98 RAAA98B2012
RT FWD AND RT AFT EXTERNAL OVERWING EMERGENCY LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		3/6/98 RAAA98B2013
RT AFT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									

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3350 DALA	470DA 20747	BOEING 727232			900835A	BATTERY PACK	DISCHARGED CABIN		3/3/98 DL72S980511
EMERGENCY EXIT LIGHTS INOP. REPLACED BATTERY PACKS.									
3350 DALA	477DA 20754	BOEING 727232			334701744	CONTROL RACK	INOPERATIVE CABIN		3/7/98 DL72S980532
ON LAYOVER CK, FOUND R2 EMERGENCY OVHD LT INOP. FOUND LIGHT CONTROL RACK BAD. REPLACED SAME, INSTALLED NEW BATTERY.									
3350 NWAA	299US 22153	BOEING 727251				BATTERY PACK	DISCHARGED CABIN		3/3/98 9803672299
DURING PREFLIGHT, FOUND RIGHT AFT EXIT DOOR EMERGENCY LIGHT AND LEFT OVERWING EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED BOTH BATTERY PACKS, OPERATIONAL CHECK OK.									
3610 UALA	7451U 21905	BOEING 727222	PWA JT8D15		AIR RESEARCH 320115601U	DUCT	FAILED NR 1 ENGINE		3/1/98 98UAL900094
NR 1 ENGINE STRUT OVERHEAT LIGHT GOES OUT WHEN BLEED SHUT OFF. *S/D* THE SHORT FLEX DUCT WAS LEAKING. REPLACED FLEX DUCT. ALSO REPLACED THE ANTI-ICE VALVE PER PRECAUTIONARY.									
5310 MZZA	79745 22448	BOEING 727224				WEB	CANNING TORQUE BOX		12/31/97 MZZA98036
TNN - DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, OIL CANNING WERE FOUND ON VERTRAL STAIRWELL TORQUE BOX WEB AT THE FOLLOWING LOCATION, LEFT SIDE AT BS 1233, RT SIDE AT BS 1233, RT SIDE BETWEEN BS 1283 AND BS 1313, LEFT SIDE AT 1293. THE DAMAGED WEB WERE REPAIRED PER B727 SRM 51-40-2 FIGURE 1. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 840947, 840948, 840949 AND 840950 (SEQ NR 01033, 01034, 01035 AND 01036). (M)									
5311 FDEA	489FE 21492	BOEING 727227				FRAME	CRACKED BS 620		3/6/98 98FDEA00164
CRACK IN FRAME AT FASTENER HOLE BS 620, RBL 3, WL 157. *S/D* REPAIRED FRAME AT BS 620, RBL 3, WL 157 IAW FED-EX SRM 51-40-3.									
5311 FDEA	489FE 21492	BOEING 727227				FRAME	CRACKED BS 600		3/6/98 98FDEA00162
CRACK IN FRAME AT FASTENER HOLE BS 600, RBL 3, WL 157. *S/D* REPAIRED FRAME AT BS 600, RBL 3, WL 157 IAW FED-EX SRM 51-40-3.									
5311 FDEA	489FE 21492	BOEING 727227				FRAME	DENTED BS 1030		3/6/98 98FDEA00163
AFT BAY TOP OF FRAME DENTED AT BS 1030, RBL 28, WL 145. *S/D* REMOVED DAMAGED AREA AND REPAIRED FRAME AT BS 1030, RBL 28, WL 145 IAW FED-EX SRM 51-40-3.									
5311 MZZA	75429 21427	BOEING 7272F9				FRAME	CORRODED CARGO COMPT		12/28/97 MZZA98032
KUL - FRAME 1110 UPPER CHORD IS PUNCTURED ABOVE STRINGER 27R DUE LONGER SCREW INSTALLED AT TIED DOWN FITTING AFT OUTBOARD POSITION. DOUBLER MANUFACTURED AND INSTALLED IAW SRM 51-40-3 FIG 1. (M)									
5311 MZZA	75429 21427	BOEING 7272F9				FRAME	CORRODED CARGO COMPT		12/22/97 MZZA98026
KUL - AFT CARGO FRAME 950C WEB AND CHORD IS CORRODED BETWEEN STRINGER 27R AND 28R. DOUBLER MANUFACTURED AND INSTALLED IAW SRM 53-10-4 FIG 13. (M)									
5311 MZZA	75429 21427	BOEING 7272F9				FRAME	CORRODED FUSELAGE		12/27/97 MZZA98027
KUL - FRAME 1166 LOWER CHORD AND WEB IS CORRODED BETWEEN STRINGER 281 AND 28R. BLENDED OUT OF LIMIT IAW SRM 53-10-1, AREA 3 INCH BY 2 INCH BY .018 INCH. REPAIR C/OUT IAW SRM 53-10-4, FIG 12. (M)									

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5311 MZZA	75429 21427	BOEING 7272F9				FRAME 69727461	CORRODED FUSELAGE		12/20/97 MZZA98029
KUL - FRAME 990 LOWR CHORD IS CORRODED BETWEEN STRINGER 29R AND 30. BLENDED OUT OF LIMIT IAW SRM 53-10-1, AREA 1 INCH BY 1 INCH BY .028 INCH, REPAIR C/OUT IAW SRM 53-10-4. (M)									
5313 FDEA	477FE 21394	BOEING 727227				STRINGER	CORRODED BS 1026-1030		3/2/98 98FDEA00151
CORROSION ON RT SIDE OF STRINGER 30, BS 1026 TO 1030 IN AFT CARGO. REMOVED DAMAGED SECTION OF STRINGER 30. INSTALLED STRINGER SPLICE AND DOUBLERS PER SRM 53-30-3.									
5314 NWAA	715RC 22019	BOEING 7272S7				KEEL BEAM	CORRODED BS 950		1/17/98 9803862711
DURING M-CHECK, FOUND CORROSION ON KEEL BEAM AT STR 29R, FS 950. REPAIRED PER EA 27-154482.									
5320 MZZA	79745 22448	BOEING 727224				CHANNEL	CORRODED BS 303.9		12/31/97 MZZA98037
DURING 'S' CHECK INSPECTION ON AIRCRAFT AT AIR ASIA, SEVERE CORROSION WAS FOUND ON NLG LEFT TRUNNION SUPPORT FITTING FORWARD LEG ATTACH EXTRUDED 'U' CHANNEL AT BS 303.9. THE CORRODED 'U' CHANNEL WAS CLEANUP AND REPAIRED PER EC/RA NR 5340-01310. REF, HANGAR NON ROUTINE REPAIR ITEM CARD NR 839611, SEQ NR 01038. (M)									
5320 FDEA	105FE 19194	BOEING 72722C				CHORD 65163169	CORRODED BS 344		3/5/98 98FDEA00155
CORROSION (C53-224-03, 1, 2) ON UNDERSIDE OF TOP CHORD BS 344, RBL 16, WL 207 AROUND HI-LOCK, AND AT RBL 31, WL 208. *S/D* REMOVED CORROSION ON UNDERSIDE OF TOP CHORD BS 344, RBL 16, WL 207. CORROSION FOUND TO BE WITHIN LIMITS PER FED-EX SRM 53-10-1. REMOVED CORROSION AT BS 344, RBL 31, WL 208. CORROSION FOUND TO BE OUT OF LIMITS PER FED-EX SRM 53-10-1. REPAIRED CORROSION DAMAGE AT BS 344, RBL 31, WL 208 PER FED-EX SRM 53-10-8.									
5320 FDEA	105FE 19194	BOEING 72722C				WEB 65192921	CORRODED BS 870		3/5/98 98FDEA00156
NR 0262 004 CORROSION (C53-132-02-1/2) ON WEB BS 870, RBL 65 - LBL 65, WL 178 - 148.									
5320 DALA	490DA 21020	BOEING 727232				CHANNEL 651751737	CRACKED BS 1263		3/5/98 DL72S980527
THE FS 1263 UPPER CHANNEL ON THE LT AFT VENTRAL STAIRWELL TORQUE BOX WAS FOUND WITH A 1.5 INCH CRACK IN THE TYPICAL LOCATION PER S/B 727-53-0129. THE DAMAGED CHANNEL WAS REPLACED PER THE S/B AND DOCUMENTED PER ER/A 364193-14AD.									
5320 DALA	522DA 21582	BOEING 727232				WEB	CRACKED RIGHT		2/25/98 DL72S980517
DUPLICATE ORIGINAL SOILED. INSIDE ACCESS 9504 3RD BAY DOWN VERTICAL WEB IS CRACKED AT 2 LOC ON RT SIDE. REMOVED SECTION OF ANTI-ICE DUCT AND X BRACE FOR ACCESS. FAB REPAIR DOUBLER PER SRM 53-10-4 FIG 17. STOP DRILLED CRACK AND DYE CHECKED PER SRM 53-10-4. OK TO INSTALL. INSTALLED DOUBLER PER SRM 53-10-4 FIG 17. INSTALLED ANTI-ICE DUCT AND X BRACE.									
5320 DALA	522DA 21582	BOEING 727232				WEB	CRACKED LEFT		2/25/98 DL72S980518
INSIDE ACCESS 9504 3RD BAY DOWN VERTICAL WEB IS CRACKED ON LT SIDE. FAB REPAIR DOUBLER PER SRM 53-10-4 FIG 17. STOP DRILLED CRACK AND DYE CHECK PER SRM 53-10-4. OK TO INSTALL DOUBLER. INSTALLED DOUBLER.									
5330 FDEA	143FE 19136	BOEING 72721C				SKIN 654237052	DAMAGED BS 460-480		3/10/98 98FDEA00169
WHILE WORKING NR 0449, FOUND SKIN DAMAGED BS 460 TO 480, STR 4 RT.									

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5330 DALA	477DA 20754	BOEING 727232				SKIN 6556231	CRACKED R1 DOORWAY		3/5/98 DL72S980523
THE R1 DOOR SURROUND BEAR STRAP WAS FOUND CRACKED AT THE UPPER HINGE CUTOOUT. THE SKIN AND BEAR STRAP WERE BOTH TRIMMED TO REMOVE THE CRACK. A REPAIR DOUBLER AND TRIPLER WERE INSTALLED PER THE GUIDELINES OF BAC S/B 727-53-0136 AND DOCUMENTED PER ER/A 364187-14.									
5330 DALA	2810W 20648	BOEING 727247				SKIN 65562312	CRACKED R1 DOORWAY		3/3/98 DL72W980513
FUSELAGE SKIN R1 DOOR CUTOOUT SURROUND UPPER HINGE CUTOOUT, CRACK REPAIR. THE UPPER HINGE CUTOOUT OF THE R1 DOOR CUTOOUT WAS FOUND WITH A TYPICAL CRACK IN THE UNDERLYING REINFORCING DOUBLER (BEAR STRAP). THE SKIN WAS LOCALLY CUTOOUT TO ACCESS THE CRACK AND THE CRACK WAS TRIMMED OUT OF THE BEAR STRAP. AN EXTERNAL DOUBLER/TRIPLER REPAIR WAS INSTALLED PER THE GUIDELINES OF BOEING S/B 727-53-0136 AND DOCUMENTED PER ER/A 364162-14.									
5330 MZZA	75429 21427	BOEING 7272F9				SKIN 69727461	CORRODED BS 1078		12/17/97 MZZA98028
KUL - AFT CARGO SKIN FOUND CORRODED AT STATION 1078 AT STRINGER 27R. BLENDED OUT OF LIMIT IAW SRM 57-30-1, REPAIR C/OUT IAW SRM 53-30-3. (M)									
5347 IPXA	212UP 21392	BOEING 727247				SEAT TRACK	CORRODED BS 595-684		2/18/98 UPS98226021
INSPECTION TYPE:SI CORROSION (4-25-02) ON MAIN DECK SEAT TRACK FLANGE FASTENER HOLES, AS MARKED AT BS 595-BS 684 RBL 23, WL 208. REMOVED OUT OF LIMITS SECTION OF SEAT TRACK, FABRICATED AND INSTALLED NEW SECTION OF SEAT TRACK AND REPAIR PARTS IAW SRM 51-10-2, 53-10-5, 51-20-151.									
5347 IPXA	212UP 21392	BOEING 727247				SEAT TRACK BAC1570797	CORRODED BS 1125-1130		2/10/98 UPS98226022
INSPECTION TYPE:SI CORROSION (C53-224-01.00-03) ON SEAT TRACK UPPER FLANGE BS 1125-BS 1130,, LBL 55, WL 208. REMOVE CORROSION AND OUT OF LIMITS IAW SRM 53-10-1. REPLACED TRACK IAW SRM 51-30-2, SRM 51-10-1, 51-10-1, 51-10-6 AND MM 51-20-151.									
5347 IPXA	212UP 21392	BOEING 727247				SEAT TRACK	CORROSION BS 1130-1175		3/4/98 UPS98226017
INSPECTION TYPE:SI CORROSION (C53-224-01.05-03) ON SEAT TRACK FLANGE STA 1130-1175, LBL 45, WL 208. REMOVED OUT OF LIMITS SEAT TRACK FABRICATED AND INSTALLED NEW SEAT TRACK AND REPAIR PARTS IAW SRM 53-10-5, 51-30-2.									
5347 MZZA	75429 21427	BOEING 7272F9				SEAT TRACK 6520827	CORRODED BS 415-420		12/24/97 MZZA98030
KUL - BS 415- BS 420 RBL 60 WINDSCREEN TRACK BADLY CORRODED. BLENDED BEYOND LIMIT IAW 53-10-2. TRACK REPLACED IAW SRM 51-30-2. (M)									
5520 DALA	477DA 20754	BOEING 727232				FITTING	CRACKED RT ELEV		3/4/98 DL72S980515
FOUND AT F2 LETTER CHECK, RT ELEVATOR HINGE SUPPORT FITTING CRACKED BETWEEN NR 2 AND NR 3 BALANCE PANELS STA 99.79. REPAIRED PER M/M 55-10-31 AND ERA 364184-14.									
5521 DALA	490DA 21020	BOEING 727232				SPAR	CRACKED LT ELEVATOR		3/6/98 DL72S980526
THE LT ELEVATOR REAR SPAR WAS FOUND WITH A TYPICAL CRACK AT THE SECOND FROM THE OUTBD END HINGE. THE CRACK WAS STOP DRILLED PER THE REQUIREMENTS OF BOEING S/B 727-55-0089 AND IS BEING TRACKED PER ER/A 364195-14AD. THE PERMANENT REPAIR WILL MODIFY THE SPAR PER S/B 727-55-0089.									
5530 DALA	540DA 22386	BOEING 727232				STRINGER	CRACKED VERT STAB		3/6/98 DL72S980529
FOUND AT C2 LETTER CHECK, .5 INCH CRACK IN VERT STAB S-7L, INSIDE VERT STAB CRAWLWAY THIRD BULKHEAD ABOVE OPENING. REPAIRED PER M/M 55-30-0									

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5530 DALA	540DA 22386	BOEING 727232				STRINGER	CRACKED VERT STAB		3/6/98 DL72S980528
FOUND AT C2 LETTER CHECK, .75 INCH CRACK IN VERT STAB S-9L, INSIDE VERT STAB CRAWLWAY, FOURTH BULKHEAD ABOVE OPENING. REPAIRED PER M/M 55-30-0.									
5542 FDEA	477FE 21394	BOEING 727227				SKIN	DAMAGED RUDDER		3/2/98 98FDEA00150
TAIL, UPPER RUDDER NR 2 RUDDER TAB HINGE CUTOUT BRACKETS AND COVER FAIRING DAMAGED LT SIDE, AS IS RUDDER LT T/E FRAME IN SAME AREA. INSTALLED DOUBLER PER AA SRM 55-20-0 AND AA SRM 55-40-3.									
5711 FDEA	105FE 19194	BOEING 72722C				SPAR CHORD 65185371	CORRODED BS 870		3/5/98 98FDEA00157
NR 0261 003 CORROSION (C53-132-02-1/2) ON LOWER REAR SPAR CHORD BS 870, LBL 65 - RBL 65, WL 148.									
5711 FDEA	105FE 19194	BOEING 72722C				SPAR CHORD 65185381	CORRODED BS 870		3/5/98 98FDEA00158
NR 0260 002 CORROSION (C53-132-02-1/2) ON UPPER REAR SPAR CHORD BS 870, LBL 65 - RBL 65, WL 178.									
5730 MZZA	75429 21427	BOEING 7272F9				SKIN	CRACKED RT WING		12/18/97 MZZA98033
KUL - RT WING TRAILING EDGE UPPER SKIN AFT OF AFT SPAR CRACKED AT NR 11 SPOILER 3RD HINGE FROM INBOARD END. CRACK HAD BEEN PREVIOUSLY STOP DRILLED BUT CRACK LENGTH HAD PROGRESSED PAST STOP DRILL. DOUBLER REPAIR C/OUT IAW SRM 57-30-04 FIG 10 DETAIL III. ALSO, ECRA 5750-02876 REFERS TO ALTERNATE FASTENER SUBSTITUTION. SPOILER REINSTALLED AND RIGGED, FUNCTIONAL TEST C/OUT. (M)									
5744 IPXA	212UP 21392	BOEING 727247				FITTING	FRETTED TE FLAP TRACK		3/2/98 UPS98226019
INSPECTION TYPE:SI CORROSION (C57-581-06.00-03) NR 4 T/E FLAP TRACK FWD ATTACH FITTING FRETTED ON INBOARD SIDE OF TRACK ATTACH POINT. REMOVED FITTING AND ROUTED TO MACHINE SHOP. FITTING REWORKED PER ER NO 98-2216.									
5744 MZZA	75429 21427	BOEING 7272F9				FITTINGS 69174782	CORRODED LT TE FLAP		12/22/97 MZZA98025
KUL - LEFT OUTBOARD FOREFLAP, OUTBOARD STABILIZING TRACK FITTING INBOARD LUG AND MIDDLE STABILIZING TRACK FITTING INBOARD LUB CORRODED BEYOND LIMIT IAW SRM 57-40-00. FITTINGS REPLACED IAW SRM 51-30-2, TRACKS REFITTED AND FOREFLAP REFITTED. FUNCTIONAL CHECK STAISFACTORY. (M)									
5744 MZZA	75429 21427	BOEING 7272F9				FITTINGS 69174759	CORRODED LT TE FLAP		12/22/97 98ZZM289
KUL - LEFT OUTBOARD FOREFLAP, OUTBOARD STABILIZING TRACK FITTING INBOARD LUG AND MIDDLE STABILIZING TRACK FITTING INBOARD LUB CORRODED BEYOND LIMIT IAW SRM 57-40-00. FITTINGS REPLACED IAW SRM 51-30-2, TRACKS REFITTED AND FOREFLAP REFITTED. FUNCTIONAL CHECK STAISFACTORY. (M)									
5753 IPXA	212UP 21392	BOEING 727247				CARRIAGE 651920417	CORRODED NR 1 TE FLAP		3/3/98 UPS98226023
INSPECTION TYPE:SI CORROSION (C57-581-04.00-03) NR 1 FLAP CARRIAGE HAS CORROSION INSIDE OF SPINDLE CORRODED CARRIAGE WAS REMOVED SENT TO OUTSIDE VENDOR FOR REPAIR DETERMINED TO BE SERVICABLE AND REINSTALLED ON A/C IAW SRM 27-51-13.									
5753 IPXA	212UP 21392	BOEING 727247				TRACK	CORROSION TE FLAPS		3/2/98 UPS98226018
INSPECTION TYPE:SI CORROSION (C57-581-06.00-03) ON NR 1 T/E FLAP TRACK FORWARD ATTACH FITTING ON O/B SIDE OF TRACK ATTACH FLANGE AROUND BUSHING FITTING REWORKED PER ER 98-2225.									

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5753 IPXA	212UP 21392	BOEING 727247				FLAP TRACK	CORRODED TE FLAPS		3/2/98 UPS98226020
INSPECTION TYPE:SI CORROSION (C57-581-06.00-03) NR 2 T/E FLAP TRACK CENTER AFT ATTACH MOUNT BOLT HOLE CORRODED. REMOVED CORRODED MOUNT ROUTED TO MACHINE SHOP FOR REWORK PER ER NR 98-2214, REINSTALL AFTER REWORK.									
5753 MZZA	75429 21427	BOEING 7272F9				FAIRING 6521796103	CRACKED TE FLAP		1/9/98 MZZA98035
KUL - NR 7 FLAP TRACK MID FAIRING FOUND CRACKED AND DELAMINATED AT FWD EDGE OF O/BOARD SKIN. TYPICAL SRM DOUBLER REPAIR IAW ECRA 5720-01628. (M)									
5753 MZZA	75429 21427	BOEING 7272F9				SKIN 652163261	MISDRILLED TE MIDFLAP		12/28/97 MZZA98034
KUL - LOWER FORWARD SKIN OF LEFT INBOARD MIDFLAP FOUND WITH MISDRILLED HOLES AT THE FOURTH AND EIGHT HOLES COUNTED FROM OUTBOARD EDGE. DAMAGE AREAS REMOVED AND FILLETS MANUFACTURED AND DOUBLER INSTALLED IAW ECRA 5750-02873. (M)									
5754 FDEA	499FE 21018	BOEING 727232				PANEL 652167224	MISSING NR 7 LE SLAT		3/7/98 98FDEA00161
NR 7 LEADING EDGE SLAT ACTUATOR DOOR MISSING. * S/D* REPLACED AND ADJUSTED NR 7 SLAT ACTUATOR DOOR PER MAINTENANCE MANUAL 27-81-32, OPERATIONAL CHECK NORMAL.									
5754 FDEA	271FE 22036	BOEING 727233				SKIN	CRACKED NR 8 LE SLAT		2/25/98 98FDEA00149
RT WING NR 8 L/E SLAT, LOWER SKIN TANG BELOW INBD TRACK ATTACH CRACKED AND RIVETS PULLED. ACCOMPLISHED REPAIR ON RT WING NR 8 L/E SLAT FOR CRACKED LWR SKIN TANG BELOW INBOARD TRACK PER AA 7-5750-29381 AND AA SRM 57-50-1 PGS 7A AND 7B.									
7200 CALA	32725 20655	BOEING 727224	PWA JT8D9			ENGINE	MALFUNCTIONED NR 3		3/4/98 CALA9800386
THE NR 3 ENGINE OIL PRESSURE WENT TO ZERO ACCOMPANIED BY ILLUMINATION OF THE LOW OIL PRESSURE LIGHT WHILE EN ROUTE FROM RSW TO EWR. THE NR 3 ENGINE WAS SHUT DOWN AND THE AIRCRAFT WAS DIVERTED TO MCO WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE NR 3 ENGINE.									
7200 NWAA	296US 21788	BOEING 727251	PWA JT8D15A			ENGINE	FAILED CENTER		3/2/98 9803612296
DURING TAKEOFF ROLL AT 90 KNOTS, THE CENTER ENGINE STALLED WITH ASSOCIATED DROP IN N1 AND EPR INDICATIONS. CREW ABORTED TAKEOFF, SHUT DOWN THE CENTER ENGINE, AND RETURNED TO THE GATE. A CONTAINED FAILURE OF THE CENTER ENGINE HAD OCCURRED. MAINTENANCE REPLACED THE CENTER ENGINE.									
7261 NWAA	721RC 22492	BOEING 7272S7	PWA JT8D17			MAG PLUG B7670	DAMAGED RT ENGINE		3/3/98 9803652717
DURING CLIMB AT 10,000 FEET, THE NR 3 ENGINE OIL PRESSURE AND OIL QUANTITY INDICAITONS DROPPED TO ZERO WITH ASSOCIATED LOW OIL PRESSURE LIGHT ILLUMINATION. CREW SHUT DOWN THE NR 3 ENGINE. AIRCRAFT RETURNED TO GEG AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED THE MAIN OIL FILTER, MAG PLUGS, AND REPLACED THE AFT BEARING MAG PLUG.									
7722 NWAA	820EA 22557	BOEING 727235	PWA JT8D15A			RESISTOR	MALFUNCTIONED E/E COMPT		3/7/98 9803972710
DURING TAKEOFF ROLL AT 40 KNOTS, THE NR 2 ENGINE EGT INDICATION WAS BELOW NORMAL. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE NR 2 ENGINE EGT INDICATOR AND BALLAST REESISTOR. ENGINE OPERATIONAL CHECK OK.									
7933 FDEA	508FE 18279	BOEING 72725				OIL TEMP BULB	FAILED NR 3 ENGINE		3/10/98 98FDEA00166
SHUT DOWN NR 3, HIGH OIL TEMPERATURE, PREFLIGHT INDICATION LOW OIL QUANTITY ON NR 3, 1.7 GALLON. SERVICED TO 2.2 AFTER MOTORING. ON TAKEOFF NOTICED QUANTITY 4.2, IN FLIGHT TEMPERATURE WENT TO EDGE OF RED BAND, SHUT DOWN AS TEMPERATURE CLIMBED INTO RED BAND. POST FLIGHT QUANTITY 4.2. DESERVICED OIL DUE TO OVER SERVICE. REMOVED AND REPLACED OIL TEMPERATURE BULB PRECAUTIONARY REFERENCE MAINTENANCE MANUAL 79-34-21.									

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8012 TWAA	54352 21984	BOEING 727231				PRESSURE SWITCH 1757441	WORN NR 3 ENGINE		2/9/98 TWAA9802101
SLC - FLT 146 - NR 3 ENGINE START VALVE LIGHT CAME ON IN FLIGHT. SHUT ENGINE DOWN AND RETURNED TO SLC. FOUND BAD PRESS SWITCH ON START VALVE. REPLACED SWITCH AND START VALVE. (M)									
2432 DALA	304WA 23345	BOEING 737347			279202	BATTERY CHARGER	DAMAGED E/E COMP		3/7/98 DL733980536
NORMAL BLOWER POPPED CIRCUIT BREAKER. LEFT PACK TRIP TWICE. NR 1 GENERATOR VOLT/FREQUENCY ZERO. ELECTRICAL SMELL IN CABIN. FOUND BATTERY CHARGER BURNT. REPLACED BATTERY CHARGER.									
2565 SWAA	702ML 22054	BOEING 7372T4				SLIDE 22D22900131	LOW PRESS CABIN		3/5/98 SWAA980204
DURING SC, FOUND FWD SERVICE DOOR ESCAPE SLIDE PRESS LOW. REPLACED PER BOEING M/M.									
2565 SWAA	130SW 22699	BOEING 7372T4				SLIDE D31354105	LOW PRESS CABIN		2/19/98 SWAA980203
DURING WALKAROUND CHECK, FOUND AFT ENTRY DOOR ESCAPE SLIDE PRESS LOW. REPLACED PER BOEING M/M.									
2565 SWAA	509SW 24186	BOEING 7375H4				SLIDE 61621469	LOW PRESS CABIN		3/2/98 SWAA980215
DURING RON, FOUND AFT SERVICE DOOR ESCAPE SLIDE PRESS LOW. REPLACED PER BOEING M/M.									
2612 CALA	14245 20074	BOEING 7372C0				WIRE	CHAFED NR 2 FIRELOOP		3/5/98 CALA9800391
THE NR 2 ENG FIRE WARNING LIGHT AND BELL ACTIVATED BRIEFLY SEVERAL TIMES IN FLIGHT. THE DURATION OF EACH WARNING WAS LESS THAN ONE SECOND. THE NR 2 ENG FIRE LIGHT AND WARNING BELL CAME ON STEADY AFTER LANDING AT CLE. BOTH FIRE BOTTLES WERE DISCHARGED, AND SHORTLY AFTERWARDS THE FIRE WARNING CEASED. MAINTENANCE FOUND NO EVIDENCE OF FIRE. THE NR 2 ENGINE OVERHEAT/NORMAL POSITION FIRE DETECTION SYSTEM WAS PLACARDED INOPERATIVE. *S/D* MAINTENANCE FOUND FIRE LOOP WIRE CHAFED IN HALF AT DISCONNECT SOCKET PLUG FOR LOWER FORWARD LOOP ASSEMBLY. THE SOCKET PLUG AND INSULATION WERE REMOVED AND REPLACED, OPERATION CHECKED GOOD.									
2612 SWAA	105SW 23249	BOEING 7372H4				FIRE LOOP 896768	MALFUNCTIONED APU		2/19/98 SWAA980201
IN FLIGHT, APU FIRE WARNING SOUNDED. PERFORMED FIRE PROCEDURES AND ACTIVATED FIRE BOTTLES. AIRCRAFT RETURNED TO HOU AND MADE AN UNEVENTFUL LANDING. INSPECTED AND FOUND NO EVIDENCE OF FIRE OR OVERHEAT CONDITION. CONTINUED PER MEL. REMOVED AND REPLACED APU TAILPIPE FIRE DETECTOR PER BOEING M/M.									
2751 USAA	342US 23511	BOEING 737301				TRANSMITTER 1817389	FAILED RT TE FLAP		2/6/98 USAASB98032
PIT - FLT 544 - AFTER TAKEOFF AND DURING FLAP RETRACTION, CAPTAIN REPORTED THAT THE TRAILING EDGE FLAPS WOULD NOT RETRACT TO THE UP POSITION BUT WOULD RETRACT TO BETWEEN FLAP POSITION 1 AND 2. CAPTAIN ACCOMPLISHED ALTERNATE FLAP EXTENSION PROCEDURE TO EXTEND FLAPS AND RETURNED TO FIELD AT PIT. FLIGHT LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE RIGHT FLAP POSITION TRANSMITTER PER MM 27-58-12. OPERATIONAL CHECK NORMAL. (M)									
2782 SWAA	74SW 22674	BOEING 7372H4				ACTUATOR 65446519	FAILED NR 3 LE FLAP		2/17/98 SWAA980200
AFTER TAKEOFF, NR 3 L/E SLAT WOULD NOT FULLY RETRACT. AIRCRAFT RETURNED TO TPA AND MADE AN UNEVENTFUL LANDING. REMOVED AND REPLACED NR 3 L/E SLAT ACTUATOR PER BOEING M/M.									

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3230 USAA	591US 23936	BOEING 737301				SAFETY RELAY BACR13CG2AB	FAILED E/E COMPT		2/6/98 USAASB98031
BWI - FLT 141, DURING CLIMB-OUT FROM BWI, CAPTAIN TRIED TO LIFT THE GEAR HANDLE TO STOW THE GEAR BUT THE HANDLE WOULD NOT MOVE PAST THE OFF POSITION. AFTER SEVERAL ATTEMPTS TO RAISE THE GEAR FAILED, CAPTAIN DECIDED TO RETURN TO FIELD AT BWI. FLIGHT LANDED WITHOUT INCIDENT. NO EMERGENCY WAS DECLARED. OVERRIDE TRIGGER ON LANDING GEAR CONTROL LEVER WAS NOT USED. MAINTENANCE REPAIRED WIRING AT THE LANDING GEAR LOGIC SHELF E11 AND REPLACED THE R276 SAFETY RELAY. SYSTEM OPERATIONAL CHECK NORMAL. (M)									
3230 CALA	17316 23367	BOEING 7373T0				CIRCUIT BREAKER BACC18Z3R	TRIPPED LEVER LATCH		3/5/98 CALA9800389
THE LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF FROM EWR. THE LEVER LATCH LOCK OVERRIDE WAS USED PER CHECKLIST AND THE GEAR RETRACTED. THE FLIGHT WAS CONTINUED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE LEVER LATCH CIRCUIT BREAKER POPPED. THE CIRCUIT BREAKER WAS RESET AND TESTED IAW MM 32-31-21, PAGE 101 AND THE TEST WAS GOOD.									
3350 ZZDA	737Q 21279	BOEING 737200				LAMPHOLDER 087691	INOPERATIVE CABIN		2/28/98 VJ9800033
EMERGENCY FLOOR PATH LIGHT R-14 INOP. REPLACED LAMP HOLDER, BULB AND COVER IAW MM 33-50-01.									
3350 ZZDA	467AT 22055	BOEING 737200				LIGHT BR9279106	INOPERATIVE CABIN		3/1/98 VJ9800034
RIGHT OVERWING EMERGENCY EXIT LIGHT BROKEN. REPLACED LIGHT ASSEMBLY IAW MM 33-50-01, OPS CHECKED OK.									
3350 USAA	270AU 22882	BOEING 7372B7				BATTERY PACK 6104789	DISCHARGED CABIN		1/31/98 USAASB98026
CLE - MAINTENANCE FOUND THE FORWARD ENTRY DOOR AND THE FORWARD SERVICE DOOR EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 USAA	276AU 22888	BOEING 7372B7				BATTERY PACK 6104789	DISCHARGED CABIN		1/27/98 98ZZZM290
ROA - MAINTENANCE FOUND THE LEFT OVERWING EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE POWER SUPPLY AND BATTERY PACK. OPS CHECK GOOD. (M)									
3350 USAA	276AU 22888	BOEING 7372B7				POWER SUPPLY 6013211	INOPERATIVE CABIN		1/27/98 USAASB98029
ROA - MAINTENANCE FOUND THE LEFT OVERWING EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE POWER SUPPLY AND BATTERY PACK. OPS CHECK GOOD. (M)									
3350 SWAA	81SW 22730	BOEING 7372H4				BATTERY 20121	DISCHARGED CABIN		2/27/98 SWAA980217
DURING SCHEDULED T-CHECK, FOUND AFT EMERGENCY EXIT O/B LIGHTS INOP. REPLACED BATTERY PACK PER BOEING M/M.									
3350 USAA	508AU 23383	BOEING 7373B7				BATTERY PACK AD20131A	DISCHARGED CABIN		2/2/98 USAASB98033
ALB - MAINTENANCE FOUND THE EMERGENCY EXIT SIGN OVER THE AFT ENTRY DOOR, THE BULLNOSE LIGHT AT ROW 25 RIGHT SIDE AND THE ESCAPE SLIDE LIGHT AFT OF AFT RIGHT SERVICE DOOR INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK IN THE RIGHT SIDE OF AFT ENTRY LIGHT CEILING. OPERATIONAL CHECK GOOD. (M)									
3610 SWAA	358SW 26595	BOEING 7373H4				REGULATOR 1074923	FAILED NR 2 ENGINE		3/1/98 SWAA980216
RETURNED TO DAL DUE TO NOT BEING ABLE TO MAINTAIN CABIN PRESSURE. REPLACED NR 2 ENGINE BLEED AIR REGULATOR PER BOEING M/M.									

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5210 USAA *****	300AU 23228	BOEING 737301				DOOR	NOT LATCHED PAX COMPT		1/31/98 USAASB98027
PIT - FLT 1026 - UPON CLIMB-OUT FROM PIT, AIRCRAFT WAS UNABLE TO PRESSURIZE. FLT LEVELED OFF AT 7,000 FT. FLT ATTENDANT REPORTED THAT THE AFT LEFT ENTRY DOOR DID NOT APPEAR TO BE CLOSED PROPERLY. NO DOOR WARNING LIGHTS WERE ILLUMINATED IN THE COCKPIT. CAPTAIN DECIDED TO RETURN TO FIELD AT PIT WHERE THE FLIGHT LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE AFT LEFT ENTRY DOOR NOT PROPERLY CLOSED AND LOCKED EVEN THOUGH DOOR WARNING LIGHT WAS NOT ILLUMINATED. CLOSED DOOR PROPERLY. AIRCRAF TOK FOR CONTINUED SERVICE. (M)									
5312 SWAA	333SW 23697	BOEING 7373H4				BULKHEAD	CRACKED BS 178		3/5/98 SWAA980209
DURING SCHEDULED D-CHECK, FOUND BS 178 BULKHEAD CRACKED SEVERAL PLACES. REPAIRED PER BOEING SRM.									
5313 TSAA	805AL 21809	BOEING 7372M6C				STRINGERS	CUT FUSELAGE		2/2/98 TSAA9853078
CUT STRINGERS 23 AND 24R TO FACILITATE AFT OUTFLOW VALVE DOUBLER INSTALLATION. REPAIRS STRINGERS PER SRM 53-10-3 USING NEW DOULBER. (M)									
5315 CALA	14337 23575	BOEING 7373T0				FLOORBEAM	CORRODED BS 967		3/4/98 CALA9800393
INSPECTION FOUND FLOORBEAM CORRODED AT BS 967 UPPER T-CAP, LBL24. REPAIRED IAW SRM 53-00-51, FIGURE 202.									
5315 CALA	14337 23575	BOEING 7373T0				FLOORBEAM	CORRODED BS 986.5		3/4/98 CALA9800392
INSPECTION FOUND FLOORBEAM CORRODED AT BOTH SIDES OF SCREW HOLES TO EDGE OF T-CAP AT STA 986.5. REPAIRED IAW SRM 53-00-51.									
5315 CALA	14337 23575	BOEING 7373T0				FLOORBEAM	CORRODED BS 344		3/7/98 CALA9800404
INSPECTION FOUND FLOORBEAM CORRODED AT STA 344, RBL 5 TO LBL 40. THE FLOORBEAM WAS REPAIRED IAW SRM 53-10-51, FIGURE 205.									
5315 CALA	14337 23575	BOEING 7373T0				FLOORBEAM	CORRODED BS 312		3/6/98 CALA9800403
INSPECTION FOUND FLOORBEAM CORRODED AT STA 312 FROM LBL 20 TO RBL 20. A REPAIR ANGLE WAS INSTALLED IAW SRM 53-10-51, PAGE 220-223.									
5320 CALA	14337 23575	BOEING 7373T0				INTERCOSTAL	CORRODED BS 967-986.5		3/5/98 CALA9800395
INSPECTION FOUND INTERCOSTAL CORRODED BETWEEN FS 967 AND 986.5 LEFT SIDE, 22 INCHES FROM CENTERLINE. A NEW INTERCOSTAL WAS INSTALLED IAW SRM 51-10-2.									
5330 EE4Y	603DJ 19955	BOEING 737222				SKIN	CORRODED BS 616-639	58	2/2/98 98ZZZX1045
FOUR CRACKS WERE FOUND AT UPPER FUSELAGE BETWEEN BS 616 AND BS 639 BETWEEN STR 1 AND STR 2 RT IN THE BODY SKIN. IT APPEARS TO BE THE FIRST TIME FOR A CRACK IN THIS AREA PER BOEING FAX COO-SJO-98-0057RR DATED 1-22-98. THE SUSPECT CAUSE OF THIS DAMAGE IS STRESS CORROSION.									
5330 DALA	306DL 23078	BOEING 737232				SKIN	CRACKED L2 DOORWAY		3/3/98 DL73K980508
FOUND DURING P-2 LETTER CHECK, 1.375 INCH CRACK IN FUSELAGE SKIN AT L-2 DOOR CUTOUT LWR FWD CORNER. INSTALLED TIME LIMITED REPAIR PER SRM 53-30-3 FIG 24 AND ERA.									
5330 DALA	306DL 23078	BOEING 737232				SKIN	CRACKED L2 DOORWAY		3/4/98 DL73K980524
THE L2 DOOR CUTOUT SURROUND SKIN, DOUBLER, AND BEAR STRAP WERE FOUND WITH A 1.375 TYPICAL CRACK IN THE LOWER, FWD CORNER. THE DAMAGE WAS REPAIRED PER THE B737 SRM 53-30-3 FIG 24 AND PER ER/A 364170-14.									

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5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	DAMAGED BS 727-908		3/6/98 SWAA980196
DURING SCHEDULED SC CHECK, PERFORMED MOD TO SKIN LAP FROM BS 727 TO 908 AT S10L, 10R, 4R, AND 4L. INSTALLED REPAIR DOUBLERS PER SWA ACO 6717-53.									
5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	CRACKED BS 947-1016		3/6/98 SWAA980199
DURING SCHEDULED SC CHECK, FOUND NUMEROUS FASTENER HOLES CRACKED AT BS 1006, 986 TO 1016, AND 908 TO 947. REPAIRED PER SWA ACO 6717-53.									
5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	CRACKED BS 908-947		3/6/98 SWAA980198
DURING SCHEDULED SC CHECK, FOUND NUMEROUS FASTENER HOLES CRACKED AT BS 908 TO 947, AT S14 RT AND LT. REPAIRED PER SWA ACO 6717-53.									
5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	DAMAGED BS 360-540		3/6/98 SWAA980197
DURING SCHEDULED SC CHECK, PERFORMED MOD TO SKIN LAP FROM BS 360 TO 540, AT S14L, 4R, 10L AND 10R. INSTALLED REPAIR DOUBLERS PER SWA ACO 6717-53.									
5330 SWAA	129SW 22340	BOEING 7372T4				SKIN	CRACKED FUSELAGE		3/4/98 SWAA980202
DURING SCHEDULED RON, FOUND A FUSE SKIN CRACK APPROX 8 BEHIND WING ILLUMINATION LIGHT. REPAIRED PER BOEING SRM.									
5330 SWAA	702ML 22340	BOEING 7372T4				SKIN	CRACKED BS 944		2/19/98 SWAA980205
DURING SCHEDULED C3, FOUND FUSE SKIN CRACKED AT BS 944, AT S24L. REPAIRED PER BOEING SRM.									
5330 SWAA	721WN 22697	BOEING 7372T4				SKIN	CRACKED FUSELAGE		3/4/98 SWAA980206
DURING SCHEDULED C3, FOUND FUSE SKIN CRACKED RT SIDE ABOVE T/E FLAPS. REPAIRED PER BOEING SRM.									
5330 SWAA	310SW 22949	BOEING 7373H4				SKIN	CRACKED GALLEY DOORWAY		2/19/98 SWAA980207
DURING SCHEDULED C3, FOUND AFT GALLEY DOORWAY LOWER HINGE CUTOUT CRACKED. REPAIRED PER BOEING SRM.									
5330 SWAA	332SW 23696	BOEING 7373H4				SKIN	DENTED CARGO DOORWAY		3/4/98 SWAA980208
DURING SCHEDULED RON, FOUND FUSELAGE DENTED BELOW AFT CARGO DOOR. REPAIRED PER BOEING SRM.									
5330 SWAA	333SW 23697	BOEING 7373H4				SKIN	CRACKED BS 380		3/5/98 SWAA980210
DURING SCHEDULED D-CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 380, S24R. REPAIRED PER BOEING SRM.									
5330 SWAA	697SW 23838	BOEING 7373T5				SKIN	DENTED BS 500		2/16/98 SWAA980213
DURING SCHEDULED SC CHECK, FOUND FUSELAGE SKIN DENTED AT BS 500A, S23L AND AT BS 463. REPAIRED PER BOEING SRM.									
5330 SWAA	697SW 23838	BOEING 7373T5				SKIN	CRACKED BS 470/480		2/19/98 SWAA980212
DURING SCHEDULED SC CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 470 AND 480. REPAIRED PER BOEING SRM.									

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5330 SWAA	697SW 23838	BOEING 7373T5				SKIN	CRACKED BS 470-490		2/16/98 SWAA980214
DURING SCHEDULED SC CHECK, FOUND FUSELAGE SKIN CUTOUT CRACKED BETWEEN BS 470 AND 490. REPAIRED PER BOEING SRM.									
5330 SWAA	692SW 26598	BOEING 7373T5				SKIN	CRACKED R1 DOORWAY		3/5/98 SWAA980211
DURING SCHEDULED C2 CHECK, FOUND FUSELAGE SKIN CRACKED AT LOWER AFT R1 DOOR CUTOUT. REPAIRED PER BOEING SRM.									
5414 USAA	533AU 24515	BOEING 7373B7				PANEL	LOOSE LT PYLON		2/6/98 USAASB98034
MCI - FLT 150, DURING CRUISE, PASSENGER NOTIFIED FLIGHT CREW THAT A PANEL ON TOP OF THE LEFT ENGINE PYLON FAIRING WAS LOOSE AND BLOWING IN THE WIND. NINE SCREWS APPEARED TO BE MISSING IN THE PANEL. FLIGHT DIVERTED TO MCI AND LANDED WITHOUT INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE INSTALLED SCREWS AND SECURED PANEL ON TOP OF THE LEFT ENGINE PYLON FAIRING. (M)									
5753 TSAA	805AL 21809	BOEING 7372M6C				SKIN	CRACKED TE FLAP		2/2/98 TSAA9857079
DURING CPC CHECK, FOUND SKIN CRACK ON UNDERSIDE OF INBOARD AFT TRAILING EDGE FLAP AT WLB 157. REPAIRED PER SRM 57-50-4. (M)									
7711 TSAA	804AL 21719	BOEING 7372Q9	PWA JT8D9A			ACCESSORY UNIT	FAILED ENGINE		1/27/98 TSAA9880077
FLT 302 - HNL-OGG - ON ENGINE RUN UP FOR TAKEOFF, BOTH EPR CIRCUIT BREAKERS POPPED GAUGES FROZE. GROUND RAN BOTH ENGINES. OPS CHECKED OK FOR SERVICE. REPLACED ENGINE ACCESSORY UNIT FOR PRECAUTIONARY REASON. OPS CHECK OK. (M)									
8010 USAA	375US 22954	BOEING 7373B7	GE CFM563B1			WIRES	FAILED NR 1 ENGINE		1/24/98 USAASB98018
FLL - FLT 1835, AT FL350, A LOUD POPPING NOISE WAS HEARD AND A SPARK WAS OBSERVED COMING OUT OF THE PILOTS OVERHEAD PANEL IN THE AREA OF ATT/GRN CALL BUTTONS. CREW ALSO NOTICED THAT THE NR 1 ENGINE RIGHT IGNITION CIRCUIT BREAKER HAD TRIPPED. FLIGHT LANDED IN FLL WITHOUT FURTHER INCIDENT. MX FOUND SIX SHORTED/BURNED WIRES AT THE NR 1 ENGINE START SWITCH. REPAIRED WIRES PER MM 20-10-15 AND REROUTED/SECURED WIRES TO KEEP THEM FROM CATCHING ON TRIM PANEL WHEN OPENING. RESET NR 1 ENGINE RIGHT INGNITION CIRCUIT BREAKER. STARTED NR 1 ENGINE IN BOTH LEFT AND RIGHT IGNITION. OPERATIONAL CHECK NORMAL. (M)									
2612 IPXA	675UP 20390	BOEING 747123				FIRE WARNING	ACTIVATED CARGO COMPT		3/9/98 UPS98426028
INSPECTION TYPE-N/A, WHILE AT CRUISE ALT FL 350 FLT EXPERENCED MASTER WARNING CARGO FIRE AT ZONE NR 4. SILENCED BELL TO RESET SYSTEM AND RUN CHECK LIST. A/C HAD VARIOUS HAZ MATS IN POSITION NR 14L CLOSE ENOUGH TO NR 4 TO DECLARE EMERGENCY LANDING INTO CYWC ON FINAL INTO CYWC THE CARGO AND ZONE NR 4 WENT OUT, ONCE ON GROUND EMERG CREWS FOUND NO SMOKE OR FIRE. NO ACTION TAKEN AT THIS REPORT TIME.									
3350 NWAA	661US 23719	BOEING 747451				CONNECTOR	LOOSE CABIN		3/8/98 9803946301
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 51H- TO 9H, ROWS 51C TO 52C, ROW 66C, AND AT DOOR 3L. RECONNECTED LIGHTS, OPERATIONAL CHECK GOOD.									
5311 CALA	78019 20527	BOEING 747230B				FRAME	CRACKED BS 400		3/5/98 CALA9800394
INSPECTION FOUND A 0.625 CRACK IN FRAME WEB AT BS 400, STRINGER 15L. REPAIRED IAW HAECO REPAIR SCHEME R53-12-33682.									
5320 UALA	158UA 21054	BOEING 747238B	PWA JT9D7J			PANEL 65B0793785	MISSING NLG WW		1/28/98 98UAL900041
NOSE GEAR OPENED AT 310KTS AND FL 320. SLOWED TO 270KTS GEAR HANDLE UP, NO HELP. LESS VIBRATION WITH GEAR HANDLE UP. *S/D* FOUND PANEL 65B07937-85 MISSING. ABSENCE OF PANEL ALLOWED PRESSURIZATION OF NOSE GEAR WHEEL WELL TO ALLOW GEAR DOORS TO MOVE OFF SENSORS. PANEL WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.									

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5330 NWAA	613US 20358	BOEING 747251B				SKIN	CORRODED BS 2020		2/4/98 9803726613
DURING PERIODIC CHECK, FOUND CORROSION ON SKIN AT FS 2020 BETWEEN STR 43R TO 44R. REPAIRED PER EA 66-154323.									
5711 NWAA	618US 21122	BOEING 747251F				SPAR WEB	CORRODED WS 997-1001		1/27/98 9803846718
DURING PERIODIC CHECK, FOUND CORROSION ON FRONT SPAR WEB AT THE LOWER CHORD FS 997 TO 1001. REPAIRED PER EA 67-153201.									
5711 NWAA	618US 21122	BOEING 747251F				SPAR WEB	CORRODED WS 1014-1018		1/27/98 9803856718
DURING PERIODIC CHECK, FOUND CORROSION ON FRONT SPAR WEB AT THE LOWER CHORD FS 1014 TO 1018. REPAIRED PER EA 67-153201.									
5753 UALA	104UA 26902	BOEING 747422	PWA PW4056			FAIRING	LOOSE LT TE FLAP		2/27/98 98UAL900096
LEFT SIDE INBOARD FLAP FAIRING WAS DANGLING AFTER FLAP RETRACTION.									
7200 NWAA	635US 21682	BOEING 747227B	PWA JT9D7Q			ENGINE	MALFUNCTIONED NR 2		3/4/98 9803706635
AFTER A NORMAL START OF THE NR 2 ENGINE AND WHEN STARTING THE NR 3 ENGINE, APPROXIMATELY 2 MINUTES LATER, THE NR 2 ENGINE EGT ROSE TO 550C WITH BOTH N1 AND N2 DECREASING. THE ENGINE WAS SHUT DOWN. GROUND PERSONNEL REPORTED SOME TORCHING VISIBLE FROM THE NR 2 ENGINE. THE ENGINE WAS RESTARTED AND OPERATED NORMALLY.									
7230 GK4Y	470EV 20653	BOEING 747273C	PWA JT9*			BLADES	DAMAGED ENGINE N1		2/15/98 98ZZZX1046
ON ARRIVAL NADI, FOUND FOUR N1 BLADES ON NR 1 ENGINE SEVERELY DAMAGED. SUSPECT CAUSE: INGESTION OF FOREIGN OBJECTS ON RUNWAY 02 CAUSED BY GEMINI AIR CARGO DC10-30F BLOWN WHEELS THAT LANDED EARLIER.									
2421 NWAA	536US 26483	BOEING 757251				IDG 729825J	FAILED LT ENGINE	26670 7545	2/18/98 9803685636
LEFT GENERATOR WARNING LIGHT ILLUMINATED ON TAKEOFF ROLL. THE TAKEOFF WAS ABORTED AND THE FLIGHT RETURNED TO THE GATE. MAINTENANCE REPLACED THE LEFT INTEGRATED DRIVEN GENERATOR UNIT WITH A SERVICEABLE PART. RUN-UP AND SYSTEM TEST WERE SATISFACTORY.									
2424 NWAA	502US 32191	BOEING 757251				GCU 734284A	MALFUNCTIONED LT ENGINE	39204 28268	2/19/98 9803695502
LEFT ENGINE GENERATOR DROPPED OFF LINE ON TAKEOFF ROLL. THE TAKEOFF WAS ABORTED AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE REPLACED THE GENERATOR CONTROL UNIT WITH A SERVICEABLE PART. RUN-UP AND SYSTEM CHECK WAS SATISFACTORY.									
2934 ANCF	987AN 25494	BOEING 75723A				TRANSMITTER	DEFECTIVE C-HYD QTY SYS		2/9/98 ANCF9801
BOG/CCS - FLT 078 - INITIATING TAKEOFF ROLL, C-SYSTEM HYDRAULIC QUANTITY INDICATOR, ZERO. REJECTED TAKEOFF AT 65 KNOTS. HYDRAULIC OIL LEVEL WAS CHECKED, FOUND NORMAL. FOUND DEFECTIVE TRANSMITTER CONNECTOR. (X)									
3213 UALA	503UA 24624	BOEING 757222	PWA PW2037			AXLE 161N16253	CRACKED RT MLG		2/22/98 98UAL900083
AIRCRAFT AT MAINTENANCE BASE FOR GEAR CHANGE. NEW RT MLG AFT INBD AXLE SHEARED AFTER DE-JACKING OF AIRCRAFT. *S/D* HEAT DAMAGE INDUCED BY OEM FINISH GRINDING ON THE OD CHROME PLATE, 19.25 INCHES FROM AXLE THREADED END. REPLACED AXLE AND INSPECTED REMAINING LOT AT BOEING AND MENASCO.									
3350 USAA	612AU 27124	BOEING 7572B7				WIRE	SHORTED CABIN		2/7/98 USAABB98013
PIT - CONTINUED REPORTS OF THE EMERGENCY LIGHTS INTERMITTENTLY ILLUMINATING WHILE IN FLIGHT. PIT MAINTENANCE FOUNDN A WIRE SHORTED TO A TV MONITOR BRACE. WIRE WAS REPAIRED AND THE BRACE REPOSITIONED. (M)									

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3350 USAA	612AU 27124	BOEING 7572B7				TRANS-RECTIFIER 427303	FAILED E/E COMPT		2/4/98 USSABB98012
LGA - SEVERAL REPORTS OF THE EMRGNCY LIGHTS INTERMITTENTLY ILLUMINATING WHILE IN FLIGHT. LGA MAINTENANCE REPLACED ALL FOUR EMERGENCY LIGHT CONTROL MODULES AND AN AFT AISLE LIGHT ASSEMBLY. SUBSEQUENTLY, PIT MAINTENANCE REPLACED THE RIGHT TRANSFORMER-RECTIFIER UNIT. (M)									
3810 UALA	584UA 26706	BOEING 757222	PWA PW2037			HANDLE	NOT CLOSED POTABLE WATER		2/14/98 98UAL900063
NO WATER PRESSURE AND LOUD NOISE FROM REAR OF AIRCRAFT. RETURNED TO FIELD. *S/D* THE POTABLE WATER SERVICE FILL VALVE HANDLE HAD BEEN LEFT IN THE OPEN POSITION DURING SERVICING. POTABLE WATER SERVICE FILL HANDLE WAS CLOSED. NO DEFECTS WERE FOUND.									
7230 GJPY	769BE 24118	BOEING 757236	RROYCE RB211535E4			VANES	DAMAGED RT ENG COMP	18985 5223	2/9/98 98ZZZX1048
FLT CZ23556 - DURING APPROACH SHENZHENG AT 600M, RT ENGINE MADE SLIGHT SURGING SOUND AND LATER, ELECTRICAL POWER TRANSFERRED. A LOT OF EICAS MESSAGES APPEARED. RT ENGINE UNCOMMANDED SHUT DOWN, ACFT SAFELY LANDED. CHECKED BVCU AND FOUND '04' CODE, TPU HAD '40' CODE. BORESCOPED ENGINE PER MM 72-00-00-601 AND FOUND 6 PIECES OF VANES IN THE THIRD STAGE OF THE HIGH PRESSURE COMPRESSOR DAMAGED, HOWEVER, DAMAGE WAS WITHIN LIMIT. GROUND RAN AND TESTED THE ANTI-SURGE SYSTEM, OK. PUSHED UP THROTTLE TO EPR 1.63, RT ENGINE SURGED. ON 2-8, REPLACED RIGHT ENGINE.									
7310 UU2R *****		BOEING 757*	RROYCE RB211535E437		WOODWARD 8062550	FUEL VALVE 4034260	DISBONDED REPAIR BUSHING	18365 11480	2/13/98 98ZZZX1036
WOODWARD RB211-535 CONTROL SN WYG 2328482 RETURNED DUE TO IN-FLIGHT SHUT DOWN (IFSD). INVEST CONFIRMED AN FFG MALFUNCTION WAS THE CAUSE OF THE IFSD AND MALFUNCTION CAUSED BY DISBONDMENT OF A REPAIR BUSHING WHICH HAD BEEN PERFORMED ON THE FUEL VALVE HOUSING WHEN NEW IN 1991. THIS EPOXY REPAIR WAS CONSIDERED PERMANENT. THE CAUSE OF DISBONDMENT IS UNDER INVEST. TO DATE, A SEARCH OF WOODWARD RECORDS INDICATES ONE OTHER FUEL VALVE HOUSING CONTAINS THIS IDENTICAL REPAIR. IMMEDIATE CORRECTIVE ACTION WILL BE FOR WOODWARD TO REQUEST 'RETURN FOR INSPECTION' OF OTHER S/N IN ORDER TO FURTHER ASSESS REPAIR. DETAILS REGARDING INCORPORATION OF A LONG TERM CORRECTIVE ACTION FOR THIS ISSUE WILL BE COORDINATED WITH RR.									
7530 DALA	647DL 24218	BOEING 757232	PWA PW2037			ACTUATOR 3800035117	CRACKED NR 1 ENG		3/3/98 DL757980512
DURING CLIMB-OUT, LEFT ENG WOULD NOT REACH COMMANDED CLIMB EPR N2 IND 100 FF MATCHED RT ENG EVENT RECORD PUSHED AT HIGHER ALT. LEFT ENG EPR IND CONT TO FALL OFF OIL TEMP REACHED 129. REPLACED STATOR VANE ACTUATOR AND BRACKET.									
7530 NWAA	544US 26491	BOEING 757251	PWA PW2037			STATOR ALT 45100	FAILED NR 2 ENGINE		3/1/98 9803605644
DURING TAKEOFF ROLL, THE NR 2 ENGINE PRIMARY CONTROL MESSAGE ANUNCIATED AND THERE WAS NO EPR INDICATION. TAKEOFF WAS ABORTED AT 10 KNOTS AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE REPLACED THE NR 2 EEC STATOR ALTERNATOR.									
2421 UALA	660UA 27115	BOEING 767322	PWA PW4060			IDG	DISCONNECTED RT ENGINE		3/3/98 98UAL900101
RIGHT GENERATOR EICAS MESSAGE DISPLAYED. GENERATOR DRIVE LIGHT ILLUMINATED. GENERATOR DRIVE DISCONNECTED.									
3230 UALA	644UA 25094	BOEING 767322	PWA PW4060			RETRACT MECH	MALFUNCTIONED LT MLG		3/5/98 98UAL900102
LEFT MAIN LANDING GEAR REMAINED DOWN AFTER TAKEOFF. RETURNED TO FIELD.									
3340 DALA	120DL 23279	BOEING 767332			311	BULB	FAILED CABIN		2/13/98 DL76S980522
EXTERIOR EMERG LIGHT AFT OF WING INOP, LEFT SIDE. RELAMPED, CK GOOD.									

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3350 DALA	180DN 25985	BOEING 767332			BPS73	LIGHTS	MALFUNCTIONED CABIN	3/3/98	DL76L980514
LOG SHEET ITEM WHEN EMERGENCY LIGHTS SELECTED TO ARMED POSITION EMERGENCY FLOOR TRACK LIGHTS FROM ROW 14 TO RUN 36 REMAINED ON. UPON A/C ARRIVAL ALL EMERG LIGHTS WERE OPERATING NORM. VERIFIED PROPER TEST AND CONTROL LOGIC SIGNAL AT D9047 AND D1088, ALL CKD GOOD. VISUALLY INSPECTED COCKPIT EMERG LIGHT SW AND ASSOC WIRING, NO TROUBLE FOUND. UNABLE TO DUPLICATE FAULT. REPLACED PWR SUPPLIES M9009 AND M737 PRECAUTIONARY. EMERG LIGHTS CK NORM. CATEGORY 'E': PROBLEMS WITH SYSTEMS CRITICAL TO ETOPS.									
3610 UALA	770UA 26925	BOEING 777222	PWA PW4077			BLEED AIR	INOPERATIVE RT ENGINE	3/5/98	98UAL900103
FLIGHT RETURNED TO IAD DUE TO AFTER TAKEOFF, RIGHT ENGINE BLEED INOPERATIVE.									
7810 D99A	1293E 208B0537	CESSNA 208B				BRACKET 265401833	CRACKED EXHAUST	730	5/21/97 98ZZZX1024
CENTER EXHAUST HANGER ON CESSNA 208B CARAVAN DEVELOPED CRACK .25 INCH LONG IN FORWARD, OUTBOARD BEND RADIUS DUE TO EXCESSIVE STRESS CAUSED BY IMPROPER SPACING (VIA WASHER SPACERS) BETWEEN LOWER ENGINE COWL AND BRACKET.									
8520 T4CA	269JH 402B1213	CESSNA 402B	CONT TSIO520E			ROD BEARING SA630R26	FAILED LT ENG NR 6 CYL	2/12/98 1314	98ZZZX1012
LEFT ENGINE SPUN NR 6 CYLINDER ROD BEARING ON TRIP BACK FROM NASSAU. ENGINE WAS OVERHAULED BY T.W. SMITH ENGINE. THE ENGINE HAD 1,313.9 HOURS SINCE OVERHAUL.									
3230 PNSA	544AL 4410120	CESSNA 441				TURNBARREL	JAMMED LANDING GEAR	2/18/98	PNSA980203
GEAR WOULD NOT RETRACT FULLY. STEERING CABLE TURN BARREL BECAME JAMMED IN NOSE WELL. REPLACE TURNBARRLE, GEAR SWING CHECKED OK.									
3260 PNSA	441LL 441139	CESSNA 441				WIRE	LOOSE SQUAT SWITCH	2/10/98	PNSA980207
ENGINES WOULD NOT CRANK. SECURED WIRE AT SQUAT SWITCH, OPS CHECK OK.									
3425 PNSA	441LL 441139	CESSNA 441				HSI CARD 52D1372335	FAILED LEFT	2/5/98 364	PNSA980206
CAPTAINS HSI CARD DID NOT TURN DURING TAXI. REPLACED HSI, OPS CHECK OK.									
3222 DXTA	351QS 5600451	CESSNA 560CESSNA				NOSE GEAR 6642000850	MALFUNCTION DAMPER STEERING	21	2/27/98 98ZZZX1035
LITTLE TO NO NOSE WHEEL MOVEMENT WHEN RUDDER PEDALS ARE PUSHED. FOUND RESISTANCE EXCESSIVE IN SHIMMY DAMPENER AND NOSE STRUT. REPLACED GEAR.									
3250 COMA	917CA 7017	CNDAIR CL6002B19				STEERING	OUT OF ADJUST NLG	3/8/98	COMA9860053
NOSE WHEEL STEERING FAILED DURING TAKEOFF ROLL. ADJUSTED NWS RIGGING.									
3350 COMA	951CA 7091	CNDAIR CL6002B19				CABLE 59465	FAILED CABIN	3/6/98	COMA9860051
EMERGENCY LIGHTS INOP ROWS 2 THRU 5. REPLACED EMERGENCY LIGHT POWER STRIP.									
3350 COMA	964CA 7129	CNDAIR CL6002B19				LAMP 362624	SHORTED CABIN	3/6/98	COMA9860052
EMERGENCY FLOOR LIGHTING INOP ROW 2 THRU 8. REPLACED TRACK LIGHTING.									

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5610 COMA	927CA 7031	CNDAIR CL6002B19				WINDSHIELD NP1393211	SHATTERED LT COCKPIT	5122	3/3/98 COMA9860050
PILOTS WINDSHIELD SHATTERED DURING CRUISE FLIGHT AT 35,000 FT. REPLACED WINDSHIELD.									
2121 QXEA	823PH 110	DHAV DHC8102				FAN	FAILED E/E COMPT		3/3/98 QXEA9800234
ELECTRIC SMELL NOTED IN THE COCKPIT DURING EN ROUTE AND LANDING PHASE OF FLIGHT. ALL ELECTRICAL LOADS APPEAR TO BE NORMAL, WITH NO POPPED CIRCUIT BREAKERS. INSPECTED AND FOUND HGS-DEU COOLING FAN BAD. PLACED ON MEL 34-24.									
3260 QXEA	818PH 58	DHAV DHC8102				VALVE 570425	MALFUNCTION COCKPIT		3/2/98 QXEA9800233
PDX - LEFT LANDING GEAR AMBER LIGHT ILLUMINATED, EXTENDED GEAR AND THE LEFT RED MAIN GEAR LIGHT ILLUMINATED. VISUAL INSPECTION NOTED THE LEFT MAIN GEAR FORWARD DOOR FULLY OPEN, AND THE REMAINING LEFT GEAR DOORS OPEN PARTIALLY. REPLACED THE MAIN LANDING GEAR SELECTOR VALVE. OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE.									
3260 QXEA	346PH 477	DHAV DHC8202				RELAY XDN4	MALFUNCTION RELAY PANEL		3/3/98 QXEA9800232
LANDING GEAR UNSAFE LIGHT ON AFTER RETRACTION. LEFT DOOR ADVISORY LIGHT WAS ALSO ON, WITH A VISUAL CONFIRMATION OF THE LEFT DOOR BEING OPEN. INSPECTED AND FOUND SAFE FOR A FERRY FLIGHT FROM PSC TO PDX. IN PDX REPLACED THE 3261-K14 RELAY FOR THE PSEU, OPERATIONAL CHECKS GOOD.									
3350 MALA	832MA 341	DHAV DHC8102				LAMP 1013075	INOPERATIVE CABIN		3/2/98 MALA976028
DURING INSPECTION ROW 4 RED FLOOR TRACK EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	848MA 346	DHAV DHC8102				LAMP 1013073	FAILED CABIN		3/6/98 MALA976033
DURING INSPECTION, FLOOR TRACK LIGHT AT 1C INOP AND EXIT SIGN AT 4D IS LOOSE. MAINTENANCE RELAMPED FLOOR TRACK LIGHT AND REPLACED EMERGENCY EXIT IDENTIFER ASSEMBLY AT SEAT 4D, OPS CHECK GOOD.									
3350 MALA	864MA 363	DHAV DHC8102				BULB OL3071BPEGPL	FAILED CABIN		3/8/98 MALA976032
DURING INSPECTION, EMERGENCY EXIT LIGHT ASSEMBLY ON CABIN SIDEWALL AT SEAT 1E NEEDS TO BE RESECURED. MAINTENANCE RELAMPED AND RESECURED EMERGENCY EXIT LIGHT, OPS CHECK GOOD.									
5320 QXEA	821PH 104	DHAV DHC8102				BRACKET	CHAFED LT MLG		2/9/98 QXEA9800230
FIVE BRACKETS THAT RETAIN LEFT HAND MAIN LANDING GEAR GRAVEL GUARD ARE SEVERLY CHAFED. INSTALLED BRACKETS IAW DHC-8 SRM 51-40-00. INSTALLED CAM LOC RECEPTALS IAW DHC-8 SRM 51-40-00.									
5400 QXEA	821PH 104	DHAV DHC8102				BRACKET	FRETTING NACELLE		2/7/97 QXEA9800229
FRETTING CORROSION IN NACELLE WHERE MAIN LANDING GEAR ACTUATOR BRACKET ATTACHES TO NACELLE. REPAIRED IAW HORIZON EA 9-54-155.									
5400 QXEA	821PH 104	DHAV DHC8102				BRACKET	CHAFED NACELLE		2/12/98 QXEA9800231
NACELLE AFT WALL GRAVEL GUARD MOUNT BRACKETS CHAFED. REPAIRED IAW HORIZON EA 9-54-154.									

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2360 VNAA	422JS 3018	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		STATIC WICK 161251	FAILED RT WINGTIP		2/28/98 VNAA9802024
WHILE EN ROUTE, THE ACFT WAS STRUCK BY LIGHTNING. CONTINUED ON TO RDG. MX INSPECTED AND APPROVED THE ACFT FOR A FERRY FLIGHT TO PIT. THE FERRY FLIGHT WAS COMPLETED WITHOUT INCIDENT. PIT MX COMPLIED WITH A LIGHTNING STRIKE INSPECTION IAW DORNIER MM 05-51-02. MX INSPECTED AND REPAIRED BURNT PAINT ON THE RIGHT HAND WING TIP AND REPLACED THE RIGHT HAND OUTBOARD WING TIP STATIC WICK. ALSO, DAMAGE WAS NOTED ON THE LEFT HAND MAIN LANDING GEAR FAIRING SPONSON. A REPAIR WAS CARRIED OUT ON THE AREA IAW DORNIER SRM 51-77-31.									
2750 VNAA	438JS 3056	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONTROL UNIT 1050A000003	FAILED TE FLAPS	31261	2/28/98 VNAA9802025
WHILE PREPARING FOR DEPARTURE, WHEN THE FLAPS WERE SELECTED TO 12 DEGREES, THE FLAP INDICATOR REMAINED AMBER. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE FLAP CONTROL UNIT, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 27-50-00. OPERATION CHECKS WERE COMPLETED.									
3030 VNAA	426JS 3038	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PITOT HEAD 0851GW	FAILED LEFT	67789	3/5/98 VNAA9803005
PRIOR TO TAKEOFF DURING TAXI, THE CREW NOTED A NUMBER ONE PITOT HEAT FAIL WARNING MESSAGE. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE NUMBER ONE PITOT HEAD, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 34-11-04. OPERATION CHECKS WERE COMPLETED.									
3040 VNAA	442JS 3060	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		WIPER 4298809AMDTA	LACK OF LUBE RIGHT		3/2/98 VNAA9803004
THE RIGHT HAND WINDSCREEN WIPER FAILED TO STOW, ON THE TAXI OUT FOR TAKEOFF. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND LUBRICATED THE WINDSCREEN WITH WATER. OPERATION CHECKS WERE COMPLETED IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 30-41-00. THE AIRCRAFT WAS RETURNED TO SERVICE.									
3350 VNAA	422JS 3018	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BATTERY 321430	DISCHARGED CABIN	39698 7602	3/6/98 VNAA9803008
PRIOR TO TAXI, ON ENGINE STARTUP AND SUBSEQUENT TEST, THE EMERGENCY FLOOR LIGHTS AT ROW 4, 5 AND 6, WERE FOUND TO BE INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE 5 LK EMERGENCY BATTERY PACK IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-51-01. OPERATIONAL CHECKS WERE COMPLETED.									
2170 UALA	1849U 46939	DOUG DC1010	GE CF66D			COALESCER BAG	DIRTY CABIN		2/17/98 98UAL900069
STRONG PUNGENT ODOR REPORTED BY CABIN CREW NEAR FORWARD GALLEY AREA. *S/D* REPLACED ALL THREE COALESCER BAGS, NO RECURRENCE.									
2620 FDEA	315FE 48313	DOUG DC1030F				FIRE BOTTLE	DISCHARGED NR 2 ENGINE		3/3/98 98FDEA00148
ON PRE FLT CK, FOUND NR 2 ENG FIRE AGT 2 LOW LIGHT CAME ON. ON CK FOUND NR 2 ENG NR 2 BOTTLE DISCHARGE CARTRIDGE DISCHARGED. REMOVED AND REPLACED NR 2 FIRE BOTTLE AND CARTRIDGE AS PER M/M 26-21-02 AND M/M 26-21-01. ALSO, WIRING AND AGENT DISCHARGE S/W (S1-164) FUNCTION OK. CARTRIDGE (P/N 876296).									
2910 CALA	39081 47861	DOUG DC1030				FILTER CASE 7578724	BROKEN NR 3 HYD SYST		3/5/98 CALA9800387
THE NR 3 HYDRAULIC SYSTEM LOST FLUID ACCOMPANIED BY ILLUMINATION OF THE HYDRAULIC SYSTEM ELEVATOR OFF LIGHT WHILE EN ROUTE FROM FCO TO EWR. FUEL WAS DUMPED AND THE AIRCRAFT WAS DIVERTED TO CDG WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 3 ENGINE DRIVEN HYDRAULIC PUMP PRESSURE FILTER CASE ASSEMBLY BROKEN. THE FILTER CASE ASSEMBLY WAS REMOVED AND REPLACED. THE NR 3 HYDRAULIC SYSTEM WAS SERVICED AND LEAK CHECKS WERE GOOD.									
3244 GK4Y	604GC 47924	DOUG DC1030F				TIRE	BLOWN WHEELS 5-6		2/15/98 98ZZZX1047
ON ARRIVAL NADI, FOUND LEFT MAIN LANDING GEAR AFT WHEELS (5 AND 6) BLOWN. BOTH AFT WHEEL HUBS SEVERELY DAMAGED. LT INBOARD T/E FLAPS SUSTAINED CRACKS, DENTS, AND PUNCTURES ON UNDER SURFACE IN SEVERAL PLACES. MINOR DAMAGES WERE NOTED ON LEFT BOGIE HYDRAULIC LINE BRACKETS, LT OUTBOARD FLAP, LT INBOARD AILERON, NR 1 ENGINE NACELLE, AND COWLING. LT INBOARD SLATS, FUSELAGE SKIN FORWARD OF LT WING ROOT AND NR 1 ENGINE TAIL CONE. SUSPECT AN ANTI-SKID FAILURE THAT CAUSED THE TIRES TO RUPTURE.									

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3350 UALA	1817U 46616	DOUG DC1010	GE CF66D			LIGHTS	INOPERATIVE CABIN	3/3/98	98UAL900097
SMALL RECTANGULAR LIGHTS ARE 1L AND 1R NOT OPERATIONAL DURING CHECK. *S/D* REPLACED EEL STRIP AT RIGHT GALLEY FORWARD OF CROSS AISLE 2 AND PUSHED BACK SOCKET AT DOOR 1L EXIT SIGN PLUG. ALL EEL LIGHTS CHECK OK.									
3350 CALA	68044 46903	DOUG DC1010			ENGMAGNETICS	CHARGER EMBS13922	INOPERATIVE CABIN	3/4/98	CALA9800402
THE L-4 DOOR EMERGENCY LIGHT WAS FOUND INOPERATIVE. THE BATTERY CHARGER WAS REMOVED AND REPLACED IAW MM 33-50-1.									
3417 NWAA	232NW 46961	DOUG DC1030				ADC HG280D80	MALFUNCTIONED NR 1/2	35047 21480	3/3/98 9803991232
AFTER TAKEOFF, RECEIVED FULL WINDSHEAR WARNING WITH DECREASE IN AIRSPEED ON CAPTAIN'S SIDE. ALL THREE ENGINES FIRWALLED FOR APPROXIMATELY ONE MINUTE WITH SUBSEQUENT FAILURE OF ALL CAPTIAN'S INSTRUMENTS. AFTER SWITCH TO CADC 2 RECOVERED SOME OF CAPTAIN'S INSTRUMENTS BUT SOME OF FIRST OFFICER'S INSTRUMENTS BECAME UNRELIABLE. FLIGHT RETURNED TO EWR AND LANDED WITHOUT INCIDENT. REPLACED CAPTAIN'S AIRSPEED INDICATOR AND NR 1 AND NR 2 AIR DATA COMPUTERS. INSPECTED ALL ENGINES AND FOUND WITHIN TOLERANCES PER MM, OPERATIONAL CHECK OK.									
3610 NWAA	228NW 46578	DOUG DC1030				BLEED DUCT	LEAKING NR 1 ENGINE	3/9/98	9804091228
DURING CLIMB AND CRUISE, NR 1 NACELLE TEMPERATURE WAS 200C WITH PNEUMATIC TEMPERATURE INDICATOR AT 20C AND PNEUMATIC PRESSURE AT 10 PSI. NACELLE TEMPERATURE WAS REDUCED BY REDUCING N1 TO 80 PERCENT. SHUTTING NR 1 PNEUMATIC SUPPLY OFF HAD NO EFFECT ON NACELLE TEMPERATURE. FLIGHT RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND EVIDENCE OF LEAKAGE FROM 8TH STAGE BLEED DUCT. REPOSITIONED DUCT, LEAK AND OPERATIONAL CHECK OK.									
4900 UALA	1816U 46615	DOUG DC1010	GE CF66D			APU	MALFUNCTIONED APU COMPT	2/15/98	98UAL900064
NR 2 PNEUMATIC INOP AC OIL SMELL IN CABIN. *S/D* BURNED OUT NR 2 PACK. REPLACED COALESCER BAG. ALSO, REPLACED APU AS PRECAUTIONARY MEASURE.									
5311 CALA	68044 46903	DOUG DC1010				RIB	CRACKED BS 555	3/4/98	CALA9800401
INSPECTION FOUND TWO 1.5 INCH CRACKS IN NR 3 PACK COMPARTMENT RIB AT STA 555 BETWEEN LONGERON 30 AND 31. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-30-0.									
5311 CALA	68044 46903	DOUG DC1010				FRAME	PUNCTURED CARGO COMPT	3/5/98	CALA9800382
INSPECTION FOUND A HOLE ON CENTER CARGO AFT FRAME CUTOUT. THE HOLE WAS ROUNDED OUT IAW SRM 53-00-01. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 53-00-01 AND 51-21-01.									
5312 FDEA	052FE 47806	DOUG DC1010F				BULKHEAD	CRACKED BS 1501	3/4/98	98FDEA00152
CENTER WHEEL WELL COMPARTMENT RIGHT HAND VERTICAL BULKHEAD CRACKED AT UPPER AFT CORNER, APPROX FUS STA 1501. *S/D* INSTALLED DOUBLER AS PER SRM 53-00-01. N/R N00355.									
5312 FDEA	052FE 47806	DOUG DC1010F				BULKHEAD	CRACKED BS 1156	3/5/98	98FDEA00159
SNRM NR N00474 Y-1156 PRESS BULKHEAD TEE-CAP RT END HAS TWO CRACKS IN LONG 39 AREA. FIRST CRACK MOVES DOWN CANTED VERT LEG TO RADIUS (2.4). SECOND MOVES DOWN CANTED VERT LEG THROUGH RADIUS AND AFT IN AFT HORIZ LEG AND DISAPPEARS UNDER FITTING (2 VISIBLE).									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CRACKED BS 555	3/4/98	CALA9800400
INSPECTION FOUND A 2 INCH CRACK IN LONGERON 32R AT STA 555 UNDER CIRCUMFERENTIAL. THE CRACKED SECTION WAS REMOVED AND A NEW SECTION OF LONGERON WAS SPLICED IN IAW SRM 53-10-00.									

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5320 CALA	68044 46903	DOUG DC1010				BRACKET	CRACKED R1 DOORWAY	3/5/98	CALA9800383
INSPECTION FOUND A 1 INCH CRACK IN WALL BRACKET AT R-1 DOOR FORWARD FRAME. A NEW BRACKET WAS FABRICATED AND INSTALLED IAW SRM 53-00-01.									
5320 CALA	41068 47867	DOUG DC1030				SUPPORT	CORRODED BS 420-440	3/8/98	CALA9800406
INSPECTION FOUND FLOOR SUPPORT BEAM CORRODED AT STA 420 TO 440. THE CORRODED SECTION OF FLOOR SUPPORT BEAM WAS REPLACED IAW GMM 10-900-01, PAGE 1.									
5320 CALA	41068 47867	DOUG DC1030				SUPPORT	CORRODED LAVATORY A	3/8/98	CALA9800407
INSPECTION FOUND LAV A INBOARD SUPPORT BEAM CORRODED. THE CORRODED BEAM WAS REMOVED, A NEW SECTION WAS FABRICATED AND INSTALLED IAW GMM 10-900-01, PAGE 1.									
5320 CALA	41068 47867	DOUG DC1030				SUPPORT	CORRODED LAVATORY B	3/8/98	CALA9800408
INSPECTION FOUND LAV B INBOARD SUPPORT BEAM FORWARD END CORRODED. THE SUPPORT BEAM WAS REPLACED IAW GMM 10-900-01, PAGE 1.									
5320 CALA	41068 47867	DOUG DC1030				SUPPORT	CORRODED BS 1887	3/8/98	CALA9800405
INSPECTION FOUND LT FLOOR SUPPORT CHANNEL CORRODED AT STA 1887. THE FLOOR SUPPORT CHANNEL WAS REPLACED IAW GMM 10-900-01.									
5320 NWAA	148US 46757	DOUG DC1040				PRESSURE WEB	CRACKED BS 495	1/16/98	9803931148
DURING PERIODIC CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL RIGHT PRESSURE PANEL WEB FS 495. REPAIRED PER EA 11-153941.									
5330 NWAA	148US 46757	DOUG DC1040				SKIN	CORRODED BS 1521 1532	2/2/98	9803921148
DURING PERIODIC CHECK, FOUND CORROSION ON FUSELAGE EXTERNAL SKIN AT FS 1521 TO 1532, LBL 5 TO RBL 3, LONGERON 48L AND 48R. REPAIRED PER EA 11-154367.									
5411 CALA	68044 46903	DOUG DC1010				FRAME	CRACKED NR 2 NACELLE	3/5/98	CALA9800385
INSPECTION FOUND A 4 AND 2 INCH CRACK ON CENTER FRAME ON LT SIDE OF NR 2 ENGINE INLET INSIDE PANEL NR 363EL. THE CRACKS WERE STOP DRILLED IAW SRM 51-90-00. A DOUBLER REPAIR WAS FABRICATED AND INSTALLED IAW SRM 54-00-01 AND 51-21-01.									
5412 UALA	1815U 46614	DOUG DC1010	GE CF66D			BULKHEAD ANGLE	CORRODED NR 3 PYLON	12/10/97	97UAL900864
NUMBER 3 PYLON LOWER FIREWALL AND ATTACH ANGLE FOR YN 315.5 BULKHEAD STIFFENER HAS FASTENERS CORRODED AND SHEARED UNDER FIRE BLANKET. OVERSIZE HOLES FOR NEW FASTENER TO FIRST OVER SIZE AND EDDY CURRENT NEW HOLES FOR CRACKS.									
5512 FDEA	052FE 47806	DOUG DC1010F				SKIN	CRACKED LT HORIZ STAB	3/4/98	98FDEA00154
LT HORIZONTAL STABILIZER UPPER FWD PLANK CRACKED FROM FWD EDGE 1.3 AFT THROUGH FASTENER HOLE AND BEYOND, 13 INCHES OUTBOARD OF WORKING BULKHEAD.									
5711 CALA	68044 46903	DOUG DC1010				SPAR CAP	CORRODED WS 433-500	3/5/98	CALA9800384
INSPECTION FOUND RT WING REAR SPAR LOWER CAP CORRODED AROUND PLATE NUTS ON UPPER SURFACE FROM STA XORS 433 TO 500. A REPAIR WAS INSTALLED IAW SRM 51-31-01.									

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5720 CALA	68044 46903	DOUG DC1010				ANGLE	CORRODED WING		3/4/98 CALA9800378
INSPECTION FOUND ANGLE LOCATED BELOW AND INBOARD OF UPPER WING TRAILING EDGE MOST INBOARD AFT PANEL CORRODED. THE ANGLE WAS REMOVED IAW SRM 51-31-01. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-31-01.									
5730 CALA	68044 46903	DOUG DC1010				SKIN	CRACKED LT WING		3/4/98 CALA9800376
INSPECTION FOUND A 1 INCH CRACK IN LT WING LEADING EDGE SKIN AT NR 5 LEADING EDGE SLAT INBOARD TRACK CUTOUT. REMOVED FASTENER IAW SRM 51-31-01. THE CRACK WAS STOP DRILLED, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-00-01.									
5753 CALA	68044 46903	DOUG DC1010				SKIN	DENTED RT TE FLAP		3/5/98 CALA9800380
INSPECTION FOUND A DENT NEAR INBOARD LOWER CORNER OF RT INBOARD FLAP UPPER SKIN. THE DENTED AREA WAS CUT OUT IAW SRM 57-00-01, A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-00-01.									
5753 CALA	68044 46903	DOUG DC1010				SKIN	GOUGED RT TE FLAP		3/4/98 CALA9800377
INSPECTION FOUND A GOUGE IN RT WING OUTBOARD FLAP LOWER SKIN APPROXIMATELY 12 OUTBOARD OF OUTBOARD HINGE. THE GOUGED AREA WAS CUT OUT IAW SRM 57-00-01. FILLER AND DOUBLER WERE FABRICATED AND INSTALLED IAW SRM 57-00-01, 51-21-01, 51-31-01, AND 51-41-01.									
5753 CALA	68044 46903	DOUG DC1010				SKIN	BULGED LT TE FLAP		3/4/98 CALA9800375
INSPECTION FOUND LT INBOARD FLAP UPPER SURFACE BULGED WITH POPPED AND PULLING FASTENERS. THE LT INBOARD FLAP WAS REMOVED AND REPLACED.									
5753 CALA	68044 46903	DOUG DC1010				FLAP	SPLIT RT TE FLAP		3/5/98 CALA9800381
INSPECTION FOUND INBOARD EDGE OF RT INBOARD FLAP TRAILING EDGE SPLIT. THE AREA WAS SANDED AND A FIBERGLASS OVERLAY WAS APPLIED IAW SRM 51-43-00.									
5755 CALA	68044 46903	DOUG DC1010				SKIN	CRACKED NR 4 SPOILER		3/4/98 CALA9800379
INSPECTION FOUND A 2 INCH CRACK WITH DENT IN UPPER SURFACE OF RT WING NR 4 SPOILER. THE CRACKED AND DENTED AREA WAS CUT OUT, A HOT BOND REPAIR WAS INSTALLED IAW SRM 51-71-00.									
5755 CALA	68044 46903	DOUG DC1010				SKIN NRC6047507	DISBONDED NR 1 SPOILER		3/4/98 CALA9800374
INSPECTION FOUND LT WING NR 1 SPOILER CORRODED AND DISBONDED AT UPPER SURFACE OUTBOARD HINGE. THE SPOILER WAS REMOVED AND REPLACED.									
5755 CALA	68044 46903	DOUG DC1010				SKIN NRC6052508	DELAMINATED NR 5 SPOILER		3/4/98 CALA9800373
INSPECTION FOUND LOWER SURFACE OF RT WING NR 5 SPOILER DELAMINATED. THE SPOILER WAS REMOVED AND REPLACED.									
7930 NWAA	221NW 46579	DOUG DC1030	GE CF650C			BY PASS SWITCH 21SN0434	FAILED ENGINE	50993 4248	3/8/98 9804001221
WHILE AT CRUISE, THE NR 3 ENGINE OIL FILTER CLOG LIGHT ILLUMINATED. THE CREW FOLLOWED THE COM 2.72.72 AND SHUT DOWN THE ENGINE. THERE WERE NO OTHER ABNORMAL INDICATIONS. THE AIRCRAFT RETURNED TO HNL AND LANDED WITHOUT DIFFICULTY. MAINTENANCE REPLACED THE OIL FILTER BYPASS SWITCH AND THE MAIN ENGINE OIL FILTER. THE FILTER APPEARED CLEAN WITH NO EVIDENCE OF ENGINE DISTRESS. THE AIR									

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8530	5831B	DOUG	PWA			CYLINDER	FAILED		2/3/98
	42100882	DC3C	R183092				NR 5	5	98ZZX1044
WHILE IN CRUISE FLIGHT, THE FLIGHT CREW NOTICED OIL COMING FROM THE ENGINE VENT. THE ENGINE WAS SECURED AND THE PROPELLER FEATHERED. AN UNEVENTFUL LANDING WAS MADE. INSPECTION FOUND CYLINDER NR 5 WITH NO COMPRESSION. CYLINDER TO BE REMOVED AND FURTHER TROUBLESHOOTING DONE IF THE CYLINDER IS NOT THE PROBLEM.									
2420	182SK	DOUG				GENERATOR PANEL	REPLACED	1746	3/3/98
TC8A	45817	DC8F55				501280115	COCKPIT		TC8A98012
ON T/O, NR 2 AND NR 3 GENERATOR UNPARALLELED LIGHTS ILLUMINATED. VOLTS AND FREQS NORMAL, UNABLE TO PARALLEL, ABORTED TAKEOFF AT 80 KNTS. REMOVED AND REPLACED NR 1 GENERATOR CONTROL PANEL. ALSO, ADJUSTED VOLTAGE NR 2, 3, 4 ENGINES, OPS CHECKS OK AT VARIOUS POWER SETTINGS AND LOADS IAW MM 24-5-7.									
2420	182SK	DOUG				GENERATOR	MALFUNCTIONED		3/3/98
TC8A	45817	DC8F55					E/E COMPT		TC8A98013
DURING TAXI OUT, MULTIPLE GENERATOR UNPARALLELED LIGHT ILLUMINATED 3, 4 AND 5 IN SEQUENCE. GENERATORS WOULD NOT PARALLEL. ENTERED IN DMI 8145 PER TCA MEL 24-8 CATEGORY C PLACARD INSTALLED.									
2450	797AL	DOUG				BUS POWER LIGHT	ILLUMINATED		3/6/98
RRXA	46163	DC863					NR 1		RRXA98066
EN ROUTE, NR 1 ELECTRICAL BUSS POWER FAIL LIGHT ILLUMINATED, NR 1 BUSS DEFERRED TO KDEN. RESET NR1 BUSS, PERFORMED ENG RUN ON ALL 4 ENGS UNDER VARIOUS ELECTRICAL LOADS, SYS OPS CK GOOD.									
2550	728PL	DOUG				SEALING TAPE	MISINSTALLED		3/3/98
IXXA	45918	DC862					CARGO COMPT		IXXA980016
DURING DESCENT INTO HIK, THE NUMBER TWO AND FIVE MAIN CARGO COMPARTMENT SMOKE DETECTOR WARING LIGHTS ILLUMINATED. THE FLIGHT CREW TURNED OFF THE CARGO COMPARTMENT LIGHTING AND THE WARNING LIGHTS EXTINGUISHED. MAINTENANCE INSPECTED THE CARGO COMPARTMENT WITH THE LIGHTING SYSTEM ILLUMINATED. MAINTENANCE FOUND CONOLITE LINER SEALING TAPE PARTIALLY COVERING TWO COMPARTMENT LIGHT FIXTURES SMOLDERING. THE TAPE WAS REMOVED AND A SUCCESSFUL OPERATIONAL CHECK OF THE SMOKE DETECTION SYSTEM WAS PERFORMED IN ACCORDANCE WITH THE MAINTENANCE MANUAL, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2750	703UP	DOUG				PULLEY BRACKET	CORRODED		1/27/98
IPXA	45939	DC871F					RT MLG WW		UPS98826006
INSPECTION TYPE:D/CK RIGHT MAIN WHEEL WELL FLAP CONTROL PULLEYS WORN AND HARDWARE EVIDENCE OF CORROSION JUST ABOVE GEAR DOOR UPLOCK OTBD. REMOVED AND REPLACED PULLEY BRACKET ON RIGHT SIDE IAW DC8 SRM 51 3 0. REMOVED AND REPLACED PULLEY HARDWARE IAW DC8 MM 20 17 00.									
3260	812CK	DOUG				CONNECTOR	DIRTY		3/6/98
CKSA	45890	DC861					RT MLG DOOR		CKSA98085
DURING CLIMB, DOOR NOT LATCHED LIGHT CAME ON AND THE RIGHT DOOR UNSAFE LIGHT. GEAR UPLATCH CHECK WAS NORMAL. CLEANED RIGHT GEAR DOOR SWITCH ELECTRICAL CONNECTOR PER MM 32.									
3260	811AX	DOUG				SWITCH	DAMAGED		3/9/98
ABXA	46113	DC863				189915	LT MLG		ABXA9800170
ON GEAR RETRACTION RED LIGHT EXTINGUISHED BUT CAME BACK ON DURING UPLATCH CHECK. RECYCLED GEAR, WHEN GEAR WAS RETRACTED, RED INTRANSIT LIGHT REMAINED ON. REPLACED LEFT UPLATCH PROXIMITY SWITCH, OPS CHECKED GOOD IAW DC8 MM 32-60-00.									
3260	870TV	DOUG				WIRE	BROKEN		2/27/98
RRXA	46086	DC873F					RT MLG		RRXA98065
UPON LOWERING GEAR, THE RT GREEN LIGHT WOULD NOT ILLUMINATE. REMOVED AND REPLACED BULB, NO HELP. RAISED AND LOWERED M/G THREE TIMES, NO HELP WITH INDICATION. TOWER INDICATED GEAR ALL DOWN, LIGHT STILL REMAINS OFF. INSPECTED RIGHT MAIN GEAR, FOUND PIN 'K' AT GEAR DOWN SWITCH WIRE BROKEN. RE-PINNED WIRE, MANUALLY OPERATED SWITCH, SYSTEM TEST GOOD AS PER MM 32-2-0 AND M/M 32-60-1.									

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5230 IXXA	728PL 45918	DOUG DC862				SKIN	CRACKED CARGO DOOR	73828 23182	7/30/97 IXXA980009
DURING ROUTINE D CHECK INSPECTION, FOUND THE MAIN CARGO DOOR LOCK PIN ACTUATOR MOUNT ATTACHMENT SKIN TORN AND SEPARATED. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING C88-R07 AND ENGINEERING ORDER 52-DC8-533.									
5311 ABXA	846AX 46158	DOUG DC861			DOUG	FRAME 47507431	CRACKED BS 702		1/4/98 ABXA9800150
FRAME AT STA 702, LEFT SIDE CRACKED ABOVE CUSP. REPAIRED IAW DC8 SRM 53-7-0.									
5311 ABXA	818AX 46075	DOUG DC863F			DOUG	FRAME 2750825	CORRODED BS 1000		2/25/98 ABXA9800142
STA 1000 AT LONGERON 36 ATTACH AREA, FRAME FLANGE AND HARDWARE IS CORRODED. REPAIRED IAW ABX REA D853-21904MR.									
5311 IPXA	703UP 45939	DOUG DC871F				FRAME	CORRODED FUSELAGE		1/23/98 UPS98826012
INSPECTION TYPE:D/CK, FLC STA TO FRAME CORRODED BETWEEN LONGERON 27 RIGHT AND LONGERON 26 RIGHT. FABBED DOUBLER IAW DC8 SRM 53 2 58 FIG 8C-2 AND REO 04362, ALODINED AND PRIMED AS REQUIRED IAW DC8 SRM 51 1 8. INSTALLED DOUBLER IAW DC8 SRM 51 1 11 AND 51 1 20D AND 51 1 21.									
5311 IPXA	703UP 45939	DOUG DC871F				FRAME	CRACKED BS 220		1/26/98 UPS98825987
INSPECTION TYPE-D/CK, FRAME CRACKED FUSELAGE STATION 220 L36 FWD FACE. REMOVED BOTTOM CRACKED PART OF FRAME, FABBED DOUBLER, FILLER AND STRAP AND INSTALLED REPAIR PIECES IAW REO 04355 AND DC8 SRM 51-1-21 AND 51-1-8.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	DAMGED BS 340		1/30/98 UPS98825991
INSPECTION TYPE:D/CK STA 340 L28L LONGERON IS DAMAGED AT Z FITTING. BLENDED OUT DAMAGED IAW UPS DC8 SRM 53 2 0. FABBED REPAIR STRAP IAW REO 04279 AND DC8 SRM 51 1 24. ALODINED AND PRIMED REPAIR AREA AND STRAP IAW DC8 SRM 51 1 8. INSTALLED REPAIR IAW REO 04279 AND DC8 SRM 51 1 20D.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	CORRODED BS 640-660		1/27/98 UPS98826010
INSPECTION TYPE:D/CK, CORROSION ON LONGERON 31 RIGHT BETWEEN STA 640 AND 660. REMOVED CORROSION FABBED REPAIR STRAP PER REO 04338. ALODINED AND PRIMED AS REQUIRED IAW DC8 SRM 51 1 8. INSTALLED STRAP IAW DC8 SRM 5 1 1 20D AND 51 1 16.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	CRACKED BS 80		1/23/98 UPS98825993
INSPECTION TYPE:D/CK, FWD LOWER CARGO COMPT L37 R CRACKED AT END AT STA 80R. REMOVED CRACKED LONGEORN FABBED FITTING IAW DWG 3757600. ALODINED AND PRIMED NEW FITTING INSTALLED NEW FITTING IAW DC8 SRM 51 1 20D.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	CRACKED BS 1630-1640		1/24/98 UPS98825983
INSPECTION TYPE:D/CK AFT ACCESSORY SECTION HAS CRACKED LONGERON STA 1630-1640 AND LONGERON 24 LEFT. REMOVED SECTION OF LONGERON AND REPLACED WITH NEW IAW DC8 SRM 53 2 2 AND 51 1 20D. INSTALLED SKIN DOUBLER AND FUSELAGE IAW DC8 SRM 53 2 1 FIG 7.									
5315 IPXA	703UP 45939	DOUG DC871F				FLOORBEAM	CORROSION BS 60-70		1/27/98 UPS98826008
INSPECTION TYPE:D/CK CORROSION BETWEEN LAV SUB FLOOR, FLOORBEAMS AND SEAT TRACK, LAV AREA STA 60-70. REMOVED CORROSION FOUND CRACK FLOORBEAM STA 55 RBL 33. REMOVED DAMAGED AREA FABBED REPAIR FILLER AND ANGLE AND INSTALLED PER REO 4350. ALODINED AND PRIMED AS REQUIRED IAW DC8 SRM 51 1 8.									

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5320 ABXA	846AX 46158	DOUG DC861			DOUG	FITTING 37584951N	CORRODED BS 1239		1/8/98 ABXA9800151
STA 1239 ABOVE STRINGER 35A INTERCOSTAL TIE FITTING IS CORRODED. REPLACED INTERCOSTAL TIE FITTING IAW SRM 51-1-20D.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	INTERCOSTAL 575072670	CRACKED BS 240		1/14/98 ABXA9800149
INTERCOSTAL CRACKED AT STATION 240 TO 260 LONGERON 33R. REPAIRED IAW DACO DWG 5750720 AND DC8 SRM 51-1-21.									
5320 ABXA	846AX 46158	DOUG DC861			DOUG	FITTING 35792221	CRACKED BS 1260		1/13/98 ABXA9800147
STATION 1260 TO 1280 LONGERON 34R SPLICE FITTING IS CRACKED. REPAIRED IAW DC8 SRM 51-1-20D.									
5320 ABXA	846AX 46158	DOUG DC861F			DOUG	DOUBLER 57552717	CORRODED BS 450		1/5/98 ABXA9800145
INTERNAL FINGER DOUBLER CORRODED AT STATION 450 BETWEEN LONGERONS 31L TO 31R. REPAIRED IAW DC8 SRM 51-1-8.									
5320 IXXA	728PL 45918	DOUG DC862				DOUBLER	CORRODED BS 188-208	73828 23182	10/3/97 IXXA980010
DURING ROUTINE D CHECK INSPECTION, CORROSION WAS FOUND ON THE NOSE PRESSURE PANEL FINGER DOUBLER BETWEEN FUSELAGE STATION 188 AND 208. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION AN INTERNAL FILLER, ONE EXTERNAL REPAIR DOUBLER AND TWO INTERNAL REPAIR DOUBLERS IN ACCORDANCE WITH DER APPROVED DRAWING C88-R12 AND ENGINEERING ORDER 53-DC8-757.									
5320 IXXA	728PL 45918	DOUG DC862				ANGLE	CRACKED BS971-980	73828 23182	7/29/97 IXXA980011
DURING ROUTINE D CHECK INSPECTION, FOUND T ANGLE TO CENTER KEEL WEB CRACKED BETWEEN FUSELAGE STATION 971 AND 980. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION INTERNAL FILLER AND TWO ANGLE DOUBLERS IN ACCORDANCE WITH APPROVED DER DRAWING C88-R08 AND ENGINEERING ORDER 53-DC8753.									
5320 ABXA	818AX 46075	DOUG DC863F			DOUG	WEB 9754001509	CRACKED BS 270		2/25/98 ABXA9800141
STA 270, LONGERON 33L TO LONGERON 34L WEBBING IS CRACKED UNDER Z-FITTING IN TORQUE BOX. REPAIRED IAW ABX REA D853-21920MR.									
5320 IPXA	707UP 45907	DOUG DC871F				CUSP	CORRODED BS 453		2/27/98 UPS98826002
INSPECTION TYPE:C F/S 453 CORROSION REMOVAL RT CUSP BEYOND LIMITS. REPAIRED IAW SRM ADDN DC8-5330-2159-B.									
5320 IPXA	707UP 45907	DOUG DC871F				SPLICE 37502571N	CRACKED BS 1040-1060		2/26/98 UPS98826026
INSPECTION TYPE-C, FS 1040 TO 1060 STR 31R SPLICE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 300		1/24/98 UPS98826014
INSPECTION TYPE:D/CK, FWD LWR CARGO COMPT X SLIDE DOOR AREA BATH TUB FITTING CORRODED STA 300 L AT L32 L. FABRICATED REPAIR ANGLES IAW DC8 SRM 53 2 0. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED NEW FITTING IAW DC8 SRM 51 1 20D.									
5320 IPXA	703UP 45939	DOUG DC871F				WEB	BULGED BS 1324		1/27/98 UPS98825992
INSPECTION TYPE:D/CK AFT LOWER CARGO LEFT HAND TUNNEL HORIZONTAL WEB HAS REPAIR DOUBLER BULGED AT STA 1324 LBL 54. REMOVED REPAIR DOUBLER IAW SRM 51 1 21. FABBED NEW REPAIR DOUBLER IAW DC8 SRM 53 2 0. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED NEW REPAIR DOUBLER IAW DC8 SRM 51 1 21.									

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5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 680		1/27/98 UPS98825986
INSPECTION TYPE:D/CK MAIN CABIN STA 680 AT L6L END FITTING. REMOVED CRACKED FITTING DRILLED AND INSTALLED NEW ONE IAW DC8 SRM 5 1 1 24 AND 51 1 20D.									
5320 IPXA	703UP 45939	DOUG DC871F				EXTRUSION	CORRODED BS 1740		1/28/98 UPS98825998
INSPECTION TYPE:D/CK SURFACE CORROSION ON FLOOR STRUCTURE AT STA 1740. REMOVED CORROSION AND DAMAGED EXTRUSION FABBED NEW EXTRUSION IAW DC8 SRM 53 7 1 AND DWGT 5755032. INSTALLED EXTRUSION IAW DC8 SRM 51 1 20D. ALODINED AND PRIMED IAW DC8 SRM 51 1 8.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 320		2/24/98 UPS98825989
INSPECTION TYPE:D/CK STA 320 AT LONG 35 L FITTING IS CRACKED. REMOVED EXISTING FITTING FABRICATED SPLICES IAW DC8 SRM 53 2 0. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED FITTING IAW DC8 SRM 5 1 1 20D.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 1460		1/27/98 UPS98825996
INSPECTION TYPE:D/CK, ALC COMPARTMENT STA 1460 ABOVE LONGERON 34 R FITTING CORRODED INSIDE TORQUE BOX. REMOVED FITTING IAW DC8 SRM 51 1 21. DRILLED UP NEW FITTING IAW DC8 SRM 51 1 2. INSTALLED NEW FITTING IAW DC8 SRM 51 3 0.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CRACKED BS 300		2/27/98 UPS98825994
INSPECTION TYPE:D/CK, STA 300 L27 TO 28 L 'Z' FITTING CRACKED. REMOVED FITTING FABBED ANGLES IAW DC8 SRM 53 2 0. ALODINED AND PRIMED AS REQUIRED IAW DC8 SRM 51 1 8. INSTALLED FITTING AND SPLICE ANGLES IAW DC8 SRM 51 1 20D AND 53 2 0.									
5320 IPXA	703UP 45939	DOUG DC871F				ANGLE	CORRODED BS 70		1/27/98 UPS98826007
INSPECTION TYPE:D/CK CORRODED HARDWARE AT STA 70 IN FLOORBEAM AFT OF LAV AREA. REMOVED CORRODED ANGLE AND REPLACED IAW DC8 SRM 51 1 20D AND 51 1 11.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 340		1/24/98 UPS98826015
INSPECTION TYPE:D/CK, FWD LWR CARGO COMPT ZX SLIDE AREA BATH TUB FITTING CORRODED AT STA 340L AT L29L. REMOVED CORROSION FROM FITTING IAW DC8 SRM 53 2 0. REMOVED CORRODED FITTING MATERIAL ID REPAIR ANGLE 7075 T6 .125 PO 249743 IAW DC8 SRM 53 2 0. RECEIVED FITTING FROM CUSTOMER TAG 00233648. FABRICATED REPAIR ANGLE IAW DC8 SRM 53 2 0. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED FITTING IAW DC8 SRM 51 1 20D.									
5320 IPXA	703UP 45939	DOUG DC871F				WEB	CRACKED CARGO COMPT		1/24/98 UPS98825985
INSPECTION TYPE:D/CK FWD LWR CARGO COMPT RIGHT HAND TUNNEL AT CUSP WEB ABOVE FWD TORQUE BOX IS CRACKED. FABBED DOUBLER IAW DC8 SRM 53 2 0. ALODINED AND PRIMED IAW DC8 SRM 5 1 1 8. INSTALLED PART IAW DC8 SRM 51 3 0 AND 51 1 21 AND 51 1 21A.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 300		1/24/98 UPS98826016
INSPECTION TYPE:D/CK, LWR FWD CARGO COMPT STA 300.000 LONGERON 29 LEFT TO 28L. CORRODED BATH TUB FITTING. REMOVED CORRODED FITTING, FABRICATED REPAIR ANGLES AND CUT NEW FITTING IAW DC8 SRM 53 2 0. DRILLED NEW FITTING AND REPAIR ANGLES IAW DC8 SRM 53 2 0. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED REPAIR ANGLES AND NEW FITTING IAW DC8 SRM 53 2 0 AND 51 1 20D.									
5320 IPXA	703UP 45939	DOUG DC871F				INTERCOSTAL	CORRODED BS 1710-1730		2/19/98 UPS98826005
INSPECTION TYPE-D/CK, FLOORBEAM INTERCOSTAL AT STA 1710 TO 1730 RBL 12 HAS CORROSION. FABRICATED SUPPORT IAW DAC DWG 5755032, ALODINED AND PRIMED NEW SUPPORT. INSTALLED NEW SUPPORT IAW DC8 SRM 51-1-21 AND 51-1-20D AND 51-3-0.									

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5330 IPXA	797UP 45897	DOUG DC871F				SKIN	CRACKED CARGO DOORWAY		3/3/98 UPS98826004
NR 4 PIT DOOR FRAME SKIN CRACKED IN UPPER AFT CORNER EO DC8-5330-4067A ISSUED. INSTALLED TEMP REPAIR TO DOOR JAM CORNER PER EO DC-8 5330-4067.									
5347 IPXA	707UP 45907	DOUG DC871F				CARGO TRACK 5887361511	CORRODED CARGO COMPT		2/25/98 UPS98826003
INSPECTION TYPE:C NR 2 PIT, CARGO TRACK AFT DOOR RT SIDE HAS HEAVY CORROSION. REMOVED, FABRICATED, AND INSTALLED REPLACEMENT TRACK IAW SRM 51-3-0. AND DWG 5750726.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED BS 516-530		1/27/98 UPS98826011
INSPECTION TYPE:D/CK, CABIN SEAT TRACK CORRODED STA 516-530. REMOVED SEAT TRACK STA 410 590. FABBED NEW SPLICES, DRILLED NEW TRACK IAW DC8 SRM 53 3 2 AND 53 21 0. INSTALLED IAW DC8 SRM 53 2 3 AND 51 1 8 AND 51 3 0.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CRACKED BS 1758		2/27/98 UPS98825988
INSPECTION TYPE:D/CK FUSELAGE MAIN CABIN INTERIOR FLOOR BOARD SUPPORT CHANNEL HAVE CORROSION AND SEAT TRACK E AT STA 1758 BLO IS CRACKED. REMOVED CRACKED HAT CHANNEL. REMOVED CORROSION FROM LEFT HAND FLOOR BOARD OUT OF LIMITS IAW DC8 SRM 53 2 0, LOCATED AND DRILLED NEW SECTION OF HAT IAW DC8 SRM 51 1 247. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED SEAT TRACK 1752 TO 1760 IAW SRM 51 1 20D. PRIMED HAT SECTION IAW DC8 SRM 51 1 8. INSTALLED ON AC IAW DC8 SRM 51 13 0.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED BS 1240		1/27/98 UPS98826009
INSPECTION TYPE:D/CK SEAT TRACK B-C CORRODED AT STA 1240. REMOVED DAMAGED TRACK STA 1190 TO 1270. FABRICATED AND INSTALLED NEW TRACK IAW DC8 SRM 51 3 0 AND 51 1 8 AND 53 2 3.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	GOUGED BS 270		1/27/98 UPS98826013
INSPECTION TYPE:D/CK, CABIN SEAT TRACK I IS GOUGED WORN AND CORRODED STA 270. REMOVED SEAT TRACK PLUG PRIMED SEAT TRACK PLUG IAW DC8 SRM 51 1 8. INSTALLED NEW SEAT TRACK PLUG IAW DC8 SRM 53 2 3.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED BS 1000-1140		1/27/98 UPS98825997
INSPECTION TYPE:D/CK UPPER CARGO SEAT TRACK RBL 60 CORRODED IN SWIVEL PLACES STA 1000 TO STA 1140. REMOVED CORRODED SEAT TRACK IAW DC8 SRM 53 2 3. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED NEW TRACK AND SPLICES IAW DC8 SRM 53 2 3 AND 51 3 0.									
5347 IPXA	703UP 45939	DOUG DC871F				SEAT TRACK	CORRODED BS 844-850		1/27/98 UPS98825995
INSPECTION TYPE:D/CK CABIN SEAT TRACK H CORRODED AT STA 844 TO 850. REMOVED CORROSION IAW DC8 SRM 51 1 8 NOT WITHIN LIMITS. REMOVED DAMAGED SECTION STA 844 TO 850. FABRICATED NEW SECTION OF TRACK AND SPLICES IAW DC8 SRM 53 2 3. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED IAW DC8 SRM 51 1 20D AND 51 3 0 AND 53 2 3.									
5411 ABXA	846AX 46158	DOUG DC861			DOUG	FRAME 5779981	CRACKED NR 3 PYLON		1/20/98 ABXA9800148
NR 3 PYLON 2ND FROM AFT LOWER APRON FRAME CRACKED AT LEFT END. REPAIRED ANGLE IAW DC8 SRM 53-2-0.									
5512 IXXA	728PL 45918	DOUG DC862				SKIN	CORRODED LT HORZ STAB	73828 23182	7/20/97 IXXA980012
DURING ROUTINE D CHECK INSPECTION, CORROSION WAS FOUND ON THE LEFT HORIZONTAL STABILIZER LEADING EDGE UPPER PLATING BETWEEN STATIONS XFS114 AND XFS178. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREAS, FABRICATION AND INSTALLATION OF INTERNAL FILLERS AND A EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH APPROVED DER DRAWING C88-R22 AND ENGINEERING ORDER 55-DC8-513.									

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5542 IXXA	728PL 45918	DOUG DC862				SKIN	CORRODED RUDDER	73828 23182	7/22/97 IXXA980013
DURING ROUTINE D CHECK INSPECTION, CORROSION WAS FOUND ON THE RIGHT RUDDER EXTERNAL PLATING BETWEEN STATIONS ZR145 TO ZR150. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING C88-R09 AND ENGINEERING ORDER 27-DC8-754.									
5610 ABXA	849AX 45891	DOUG DC861			DOUG	WINDOW 5613217509	LACK OF LUBE COCKPIT		2/27/98 ABXA9800152
DURING POST FLIGHT INSPECTION, FOUND THAT CAPTAIN'S SLIDING WINDOW (EMERGENCY EXIT) WOULD NOT OPEN. LUBRICATED AND INSPECTED WINDOW, OPS CHECKED GOOD.									
5711 ABXA	818AX 46075	DOUG DC863F			DOUG	SPAR CAP 56113402	CORRODED WS 81		2/25/98 ABXA9800140
LEFT WING UPPER SKIN FRONT SPAR CAP CORRODED. REPAIRED IAW ABX REA D857-21941MR.									
5712 ABXA	846AX 46158	DOUG DC861			DOUG	RIB 5769471	CRACKED WS 651		1/5/98 ABXA9800146
RIGHT WING LEADING EDGE AT STATION XFS 651.00, THE UPPER LEADING EDGE RIB IS CRACKED AT THE AFT END. REPAIRED IAW DWG K05056 AND DC8 SRM 51-1-20.									
5712 ABXA	818AX 46075	DOUG DC863F			DOUG	RIB 9753293	CRACKED WS 253		2/25/98 ABXA9800139
CRACK AT LEADING EDGE RIB, NR 3 PYLON. REPAIRED IAW ABX REA D857-21918MR.									
5712 IPXA	707UP 45907	DOUG DC871F				RIB	CRACKED WS 372.75		2/23/98 UPS98826000
INSPECTION TYPE:C LT WING L/E RIB AT STA XFS 372.75 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	707UP 45907	DOUG DC871F				RIB	CRACKED WS 435		3/1/98 UPS98825999
INSPECTION TYPE:C LT WING L/E RIB AT STA XS 435.0 CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	707UP 45907	DOUG DC871F				RIB	CRACKED WS 379		2/23/98 UPS98826001
INSPECTION TYPE:C LT WING L/E RIB AT STA XFS 379.0 IS CRACKED AT THE AFT UPPER END. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	703UP 45939	DOUG DC871F				RIB	CRACKED LT WING		1/28/98 UPS98825990
INSPECTION TYPE:D/CK LEFT WING MIDDLE LEADING EDGE RIB CRACKED AT FUEL DOOR. RECEIVED REO FABRICATED PARTS HEAT TREATED IAW REO 04277. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. INSTALLED IAW REO 04277 AND DC8 SRM 51 1 20D.									
5720 ABXA	818AX 46075	DOUG DC863F			DOUG	FITTING 5616880	CRACKED LT WING		2/25/98 ABXA9800143
ATTACH FITTING CRACKED OUTBOARD, AFT SIDE OF STRINGERS 10 AT XRS 74, LEFT WING. REPAIRED IAW ABX REA D828-21938MR.									
5720 ABXA	818AX 46075	DOUG DC863F			DOUG	DOUBLER 5769589	CRACKED WS 520.168		2/25/98 ABXA9800138
RIGHT WING LEADING EDGE INTERNAL DOUBLER CRACKED. REPAIRED IAW ABX REA D857-21919MR.									
5720 IPXA	752UP 45952	DOUG DC871F				ANGLE 36403052	CORRODED WS 408		3/3/98 UPS98825982
INSPECTION TYPE-C, RT WING T/E SPAR AT XW 408 LOWER SPLICE ANGLE IS EXFOLIATED. REMOVED AND REPLACED SPLICE ANGLE IAW SRM 51-3-0.									

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5730 IXXA	728PL 45918	DOUG DC862				SKIN	CRACKED RT WING	73828 23182	11/3/97 IXXA980015
DURING ROUTINE D CHECK INSPECTION, A CRACK WAS FOUND ON THE RIGHT WING UPPER LEADING EDGE PLATING TWELVE INCHES OUTBOARD OF NUMBER THREE PYLON. REPAIR ACCOMPLISHED STOP DRILLING CRACK, FABRICATION AND INSTALLATION AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING C88-R19 AND ENGINEERING ORDER 57-DC8-510.									
5730 IXXA	728PL 45918	DOUG DC862				SKIN	CRACKED WS 595	73828 23182	7/23/97 IXXA980006
DURING ROUTINE D CHECK INSPECTION, A CRACK WAS FOUND ON THE LEFT WING LOWER LEADING EDGE PLATING AT STATION XFS 595. REPAIR ACCOMPLISHED STOP DRILLING ENDS OF CRACK, FABRICATION AND INSTALLATION OF AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING C88-R03 AND ENGINEERING ORDER 57-DC8-529.									
5730 IXXA	728PL 45918	DOUG DC862				ACCESS PANEL	CORRODED WS 361	73828 23182	11/7/97 IXXA980014
DURING ROUTINE D CHECK INSPECTION, CORROSION WAS FOUND ON THE RIGHT WING LEADING EDGE ACCESS PANEL LAND AT STATION XFS 361. REPAIR ACCOMPLISHED REMOVAL OF DAMAGE AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND TWO REPAIR DOUBLERS AND THIPLERS IN ACCORDANCE WITH DER APPROVED DRAWING C88-R23 AND ENGINEERING ORDER 57-DC8-514.									
5730 ABXA	818AX 46075	DOUG DC863F			DOUG	SKIN 5769859	CORRODED LT WING		2/25/98 ABXA9800137
CORROSION ON LOWER SKIN AT LEFT WING LEADING EDGE, JUST INBOARD OF NR 2 STUB WING, AFT OF SLOT DOOR. REPAIRED IAW ABX REA D857-21927MR.									
5753 IXXA	728PL 45918	DOUG DC862				SKIN	GOUGED RT TE FLAP	73828 23182	7/28/97 IXXA980008
DURING ROUTINE D CHECK INSPECTION, FOUND THE RIGHT HAND OUTBOARD FLAP UPPER PLATING GOUGED AT STATION XF 226. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING C88-R05 AND ENGINEERING ORDER 27-DC8-531.									
5753 IXXA	728PL 45918	DOUG DC862				SKIN	GOUGED LT TE FLAP	73828 23182	7/28/97 IXXA890007
DURING ROUTINE D-CHECK INSPECTION, FOUND THE LEFT HAND OUTBOARD FLAP UPPER PLATING GOUGED AT STATION XF 415. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DER APPROVED DRAWING C88-R04 AND ENGINEERING ORDER 27-DC8-530.									
7260 RRXA	8091U 45995	DOUG DC871F				SEAL 305115704060	CUT NR 3 ENGINE		2/28/98 RRXA98064
DURING CLIMBOUT LOST OIL QUANTITY ON NR 3 WITH OIL PRESSURE FLUCTUATING. PUT NR 3 THROTTLE TO IDLE, AFTER 2 MINUTES LOW OIL PRESSURE LIGHT ILLUMINATED. ACCOMPLISHED INFLIGHT SHUTDOWN CHECKLIST. ON GROUND CHK FOUND STARTER CASE SEAL LEAKS. REMOVED STARTER AND REPLACED CUT CASE SEAL. REPLACED AND SERVICED STARTER, GRD RUN, NO LEAKS. NOTE CHECKED ENG FINGER SCREENS (4) OK. REPLACED SCREEN, NO LEAKS.									
2450 NWAA	611NA 47435	DOUG DC932				TERMINAL	LOOSE LT AC BUS		3/8/98 9804019611
DURING CRUISE FLIGHT AT 35,000 FT EN ROUTE, NUMEROUS SYSTEMS FAILED WITH MULTIPLE FLAGS AND ANNUNCIATOR LIGHTS. THESE SYSTEMS INCLUDED ACARS, TCAS, RADIO RACK FAN, PRIMARY LONGERON TRIM, NR 1 COMM, NR 1 NAV, GPWS, ADI FLAGS FOR SPEED, RUNWAY, STEER, AND FLIGHT RECORDER. AFTER APPROXIMATELY 10 MINUTES, ALL SYSTEMS RETURNED TO NORMAL. SHORTLY THEREAFTER, FUEL BOOST PUMP CIRCUIT BREAKERS POPPED. FLIGHT DIVERTED TO TUL. MAINTENANCE COULD NOT DUPLICATE MALFUNCTION ON GROUND. SUSPECT LOSS OCCURRED IN A PHASE OF THE LEFT AC ELECT SYSTEM. MAINTENANCE TIGHTENED SCREW AT WIRE TO LEFT A PHASE AC BUS TERMINAL. REPLACED CIRCUIT BREAKER B1-273, LEFT GEN AC PWR RELAY AND LEFT GEN CONT PANEL, CHECKED OK.									
2560 MWEA	400ME 45727	DOUG DC914				SLIDE COVER 591769037	FELL OFF FWD GALLEY		3/8/98 MWEA98332
THE GALLEY SLIDE COVER FELL OFF. MTC REINSTALLED GALLEY SLIDE COVER.									

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2560 VJ6A	924VV 47278	DOUG DC932				SLIDE COVER 113317	LOOSE R1 DOOR		3/6/98 VJ9800037
EMERGENCY ESCAPE SLIDE CAME LOOSE FROM MOUNTING BRACKET ON R1 DOOR. REINSTALLED SLIDE IN CASE AND NO DEFECTS NOTED. ACCOMPLISHED REQUIRED INSPECTIONS.									
2560 VJ6A	949VV 47484	DOUG DC932				SLIDE 702957A	INOPERATIVE GALLEY DOOR		3/6/98 VJ9800038
GALLEY DOOR SLIDE FELL OFF. REINSTALLED SLIDE IAW MM 2560 AND PERFORMED REQUIRED INSPECTIONS.									
2560 MWEA	209ME 47730	DOUG DC932				DOOR SLIDE 113313	FELL OFF GALLEY DOOR		3/8/98 MWEA98335
THE GALLEY DOOR SLIDE FELL OFF. MTC REINSTALLED GALLEY DOOR SLIDE.									
2560 MWEA	602ME 48133	DOUG DC932				SLIDE COVER 5917689103	LOOSE PAX DOOR		3/9/98 MWEA98333
PAX DOOR EMERGENCY SLIDE COVER LOOSE. RESECURED SLIDE COVER.									
2560 CALA	14831 49491	DOUG DC982				COVER 59536131	BROKEN LT EXCAPE ROPE		3/6/98 CALA9800397
THE LT OVERWING ESCAPE ROPE COVER WAS FOUND BROKEN FROM ITS MOUNTS. THE COVER WAS REPLACED IAW MM 25-61-00.									
2565 USAA	925VJ 48145	DOUG DC931				SLIDE 1133169	PUNCTURED GALLEY DOOR		1/30/98 USAAD98022
PIT - THE GALLEY SERVICE DOOR EMERGENCY SLIDE INFLATION BOTTLE PUNCTURED THE SLIDE DURING INFLATION. MAINTENANCE REPLACED THE SLIDE ASSEMBLY. (M)									
2565 MWEA	301ME 47190	DOUG DC932				SLIDE 113311DG	DEFECTIVE CABIN DOOR		3/3/98 MWEA98278
THE MAIN DOOR SLIDE PRESSURE GAUGE INDICATES IN THE RED. MTC REPLACED SLIDE.									
2613 NWAA	956N 47252	DOUG DC931				TEMP SENSORS	FAILED TAIL COMPT		3/2/98 9803629906
TAIL COMPARTMENT TEMPERATURE HIGH LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO GCM AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED BOTH THE LEFT AND RIGHT TAIL COMPARTMENT TEMPERATURE SENSORS. OPERATIONAL CHECK NORMAL ON GROUND.									
2613 NWAA	956N 47252	DOUG DC931				TEMP SENSOR	DIRTY TAIL COMPT		3/2/98 9803639906
TAIL COMPARTMENT TEMPERATURE HIGH LIGHT ILLUMINATED AFTER TAKEOFF. FLIGHT WAS RETURNED TO GCM AND LANDED WITHOUT INCIDENT. MAINTENANCE OPERATED ENGINES AND INSPECTED PNEUMATIC DUCTING IN AFT TAIL CONE AREA FOR LEAKS. NO LEAKS WERE FOUND. CLEANED LEFT AND RIGHT TEMPERATURE SENSORS AS A PRECAUTION.									
3230 TWAA	9406W 53126	DOUG DC983				HANDLE	OUT OF POSITION MAIN GEAR		2/7/98 TWAA9802002
STL - FLT 347 - DURING TAKEOFF STL, THE LANDING GEAR FAILED TO RETRACT. RETURNED TO STL. MAIN GEAR BYPASS HANDLE WAS REPOSITIONED FROM THE BYPASS TO THE NORMAL POSITION. (M)									
3231 VJ6A	914VV 47486	DOUG DC932				LINK ASSY 39567851	MALFUNCTIONED LT NLG DOOR		3/4/98 VJ9800032
DURING CLIMB, EXTENDED AND RETRACTED NLG BECAUSE OF NOISE AND VIBRATION. REPLACED LT NLG DOOR LINK ASSEMBLY, PERFORMED GEAR RETRACTION AND OPS CHECKED NORMAL.									

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3260 CALA	12508 47797	DOUG DC932				DNLOCK SWITCH	MALFUNCTIONED NLG	3/4/98	CALA9800388
WHEN LANDING GEAR WAS EXTENDED ON APPROACH TO IAH, NO GREEN LIGHTS ILLUMINATED FOR NOSE GEAR. THE UNSAFE GEAR INDICATION CHECKLIST WAS COMPLETED DURING A GO AROUND AND WHEN GEAR WAS LOWERED AGAIN CREW RECEIVED THREE GREEN AND LANDED UNEVENTFULLY. MAINTENANCE CHECKED NLG SWITCHES AND CONDUIT AND PERFORMED SHAKEDOWN TEST OF THE CONDUIT WITH NO DEFECTS NOTED. THE NLG DOWNLOCK SWITCH WAS REMOVED AND REPLACED AS A PRECAUTIONARY MEASURE.									
3260 CALA	18835 49439	DOUG DC982				BOLT	LOOSE NLG	3/8/98	CALA9800399
THE GROUND SHIFT SWITCH FAILED TO MOVE TO THE FLIGHT MODE AFTER TAKEOFF. THE GEAR HANDLE WOULD NOT RAISE. THE AIRCRAFT WAS RETURNED TO LAX WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND BOLT BACKED OUT OF NOSE GEAR OLEO SWITCH. REPLACED HARDWARE IAW IPC 32-60-00, FIGURE 1A AND OPERATION CHECKED GOOD.									
3350 MWEA	400ME 45727	DOUG DC914				BATTERY PACK 60030431	DISCHARGED CABIN	3/8/98	MWEA98331
THE EMERGENCY LIGHT ABOVE AFT FLIGHT ATTENDANT SEAT CAME ON WITH SWITCH IN ARMED POSITION. MTC REMOVED AND REPLACED EMERGENCY BATTERY PACK IN LT LAV.									
3350 NWAA	8921E 45836	DOUG DC931				POWER SUPPLY	FAILED CABIN	3/9/98	9804109928
FORWARD CABIN EMERGENCY EXIT LIGHTS ILLUMINATED AT GATE AND WOULD NOT SHUT OFF. REPLACED POWER SUPPLY AND BOTH BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8921E 45836	DOUG DC931				BATTERY PACK	DISCHARGED CAIN	3/7/98	9804069928
FORWARD GALLEY AND CABIN EMERGENCY LIGHTS ILLUMINATED IN FLIGHT AND COULD NOT BE EXTINGUISHED. MAINTENANCE REPLACED GALLEY DOOR PACK AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	959N 47255	DOUG DC931				BATTERIES	DISCHARGED TAIL COMPT	3/3/98	9803649909
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS ON CATWALK AND AT INTERIOR TAIL CONE HANDLE INOPERATIVE. REPLACED BATTERIES IN BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	9331 47263	DOUG DC931				WIRE	BROKEN CABIN	3/9/98	9804119967
DURING LINE MAINTENANCE INSPECITON, FOUND EMERGENCY LIGHTS ON TAIL CONE WALKWAY AND RIGHT RELEASE HANDLE INOPERATIVE. REPAIRED TWO BROKEN WIRES IN TAIL CONE AND REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 USAA	960VJ 47505	DOUG DC931				LIGHT 1001191	DEFECTIVE CABIN	2/9/98	98ZZZM291
IND - THE EMERGENCY LIGHTS FOR THE AFT OVERWING EXIT SIGNS WERE INOPERATIVE, AND TEH FORWARD REMOVAVLE EMERGENCY LIGHT DID NOT SHOW CHARGING AND THE LIGHT DID NOT OPERATE. MAINTENANCE REPLACED THE BATTERY FOR THE OVERWING EXIT SIGNS AND REPLACED THE REMOVABLE LIGHT ASSEMBLY. (M)									
3350 USAA	960VJ 47505	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN	2/9/98	USAAD98023
IND - THE EMERGENCY LIGHTS FOR THE AFT OVERWING EXIT SIGNS WERE INOPERATIVE, AND TEH FORWARD REMOVAVLE EMERGENCY LIGHT DID NOT SHOW CHARGING AND THE LIGHT DID NOT OPERATE. MAINTENANCE REPLACED THE BATTERY FOR THE OVERWING EXIT SIGNS AND REPLACED THE REMOVABLE LIGHT ASSEMBLY. (M)									
3350 NWAA	603NW 47101	DOUG DC932				BATTERIES	DISCHARGED CABIN	3/5/98	9803989603
DURING LINE MAINTENANCE INSPECTION, FOUND CABIN EMERGENCY LIGHTS BETWEEN ROWS 16 THRU 20 INOPERATIVE. REPLACED BATTERIES IN PACK, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	986US 47480	DOUG DC932				BATTERY	DISCHARGED CABIN		3/7/98 9804079986
DURING LINE MAINTENANCE INSPECTION, FOUND AFT EMERGENCY FLASHLIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	949N 47566	DOUG DC932				POWER SUPPLY	FAILED CABIN		3/7/98 9804049916
DURING PERIODIC CHECK, FOUND TAIL CONE CATWALK AND HANDLE EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	967N 47573	DOUG DC932				WIRE	BROKEN CABIN		3/8/98 9804059917
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL CONE EMERGENCY LIGHTS INOPERATIVE. FOUND POWER SUPPLY DISARM WIRE BROKEN IN TAIL CONE AREA. REPAIRED WIRE AND REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 MWEA	203ME 47673	DOUG DC932				BATTERY PACK 6011779	DISCHARGED LT NACELLE		3/9/98 MWEA98330
DURING SERVICE CHECK, FOUND LT NACELLE EMERGENCY LIGHT INOPERATIVE. MTC REMOVED AND REPLACED LT NACELLE BATTERY PACK.									
3350 NWAA	755NW 47179	DOUG DC941				BATTERY PACK	FAILED CABIN		3/7/98 9804089755
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD FLIGHT ATTENDANT LOWER FLASHLIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	786NC 48148	DOUG DC951				FUSE	BLOWN CABIN		3/7/98 9804039877
DURING LINE MAINTENANCE INSPECTION, FOUND AFT SECTION OF SEAT MOUNTED EMERGENCY LIGHTS AND AFT EMERGENCY EXIT SIGN INOPERATIVE. REPLACED BLOWN FUSE, OPERATIONAL CHECK NORMAL.									
3350 USAA	819US 48099	DOUG DC981				BATTERY 9721055	DISCHARGED CABIN		1/19/98 USAAD98021
PHL - CABIN LOW LEVEL LIGHTS FAILED TEST. MAINTENANCE REPLACED BATTERIES. (M)									
3350 TWAA	918TW 49367	DOUG DC982				WIRE	BROKEN CABIN		2/8/98 TWAA9802102
STL - FLT 518 - DURING PREFLIGHT, THE EGRESS LIGHTS WERE FOUND INOPERATIVE FROM ROWS 29 THROUGH 33. ALSO, THE AFT EXIT SIGN WAS INOP. REPAIRED BROKEN FEEDER WIRE TO EGRESS LIGHT STRIP, AND REPLACED POWER SUPPLY FOR THE SIGN. (M)									
3425 MWEA	300ME 45718	DOUG DC915				ADI 5223877001	INOPERATIVE COCKPIT		3/2/98 MWEA98276
THE FO ADI HAS A GYRO FLAG AND SHOWS 0 DEGREES WHEN TURNED INTO A LEFT OR RIGHT BANK. MTC REMOVED AND REPLACED NR 2 ADI.									
5210 NWAA	91S 47063	DOUG DC915				DOUBLER	OVERSIZED PAX DOOR		2/26/98 9803959101
FORWARD CABIN DOOR WOULD NOT OPEN USING INTERIOR HANDLE. MAINTENANCE FOUND DOUBLER CONTACTING HANDLE ON OUTSIDE OF DOOR. BURNISHED DOUBLER, OPERATIONAL CHECK OK.									
5311 NWAA	915RW 47139	DOUG DC931				FRAME	CORRODED BS 465		2/11/98 9803839957
DURING M-CHECK, FOUND CORROSION ON AFT SIDE OF FRAME AT FS 465, LONGERON 28L. REPAIRED PER EA 99-154972.									

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5311 NWAA	955N 47160	DOUG DC931				FRAME	CRACKED BS 160		1/16/98 9803739905
DURING H-CHECK, FOUND CRACK IN FRAME AT FS 160, LONGERON 29L. REPAIRED PER EA 99-154682.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 5910074	DAMAGED BS 207		3/5/98 MWEA98290
A FRAME AT FS 207 WAS CUT TO FACILITATE OTHER MAINTENANCE. FABRICATED AND INSTALLED REPAIR SPLICES.									
5312 NWAA	90S 47244	DOUG DC931				BULKHEAD SKIN	CRACKED AFT PRESS BLKHD		1/15/98 9803879931
DURING AFT PRESSURE BULKHEAD INSPECTION, FOUND CRACK IN THE AFT PRESSURE BULKHEAD SKIN AT THE UPPER DOOR CUTOUT 1.75 CENTER LINE. REPAIRED PER EA 99-154161.									
5312 NWAA	90S 47244	DOUG DC931				BULKHEAD DOUBLER	CRACKED AFT PRESS BLKHD		2/9/98 9803919931
DURING AFT PRESSURE BULKHEAD INSPECTION, FOUND CRACKS IN THE AFT PRESSURE BULKHEAD UPPER DOOR CUTOUT -13 DOUBLER. REPAIRED PER EA 99-154161.									
5312 NWAA	90S 47244	DOUG DC931				BULKHEAD DOUBLER	CRACKED AFT PRESS BLKHD		2/14/98 9803899931
DURING AFT PRESSURE BULKHEAD INSPECTION, FOUND CRACKS IN THE -71 DOUBLER AT THE AFT PRESSURE BULKHEAD UPPER DOOR CUTOUT. REPAIRED PER EA 99-154161.									
5312 NWAA	90S 47244	DOUG DC931				BULKHEAD SKIN	CRACKED AFT PRESS BLKHD		2/14/98 9803889931
DURING AFT PRESSURE BULKHEAD INSPECTION, FOUND CRACK IN THE AFT PRESSURE BULKHEAD SKIN AT THE UPPER DOOR CUTOUT 11.5 RIGHT OF CENTER LINE. REPAIRED PER EA 99-154161.									
5312 NWAA	90S 47244	DOUG DC931				BULKHEAD DOUBLER	CRACKED AFT PRESS BLKHD		2/9/98 9803909931
DURING AFT PRESSURE BULKHEAD INSPECTION, FOUND CRACK IN THE -9 DOUBLER AT THE AFT PRESSURE BULKHEAD UPPER DOOR CUTOUT. REPAIRED PER EA 99-154161.									
5312 MWEA	203ME 47673	DOUG DC932				BULKHEAD WEB	ELONGATED HOLES AFT PRESS BLKHD		3/2/98 MWEA98277
THE AFT PRESSURE BULKHEAD WEB HAS 3 ELONG HOLES ON LT SIDE DOOR JAMB STA Z34 TO 48. MTC FABRICATED REPAIR DOUBLER AND BUSHINGS IAW SVC MSP-0172/PDG ATA 09-053-30-01 DATED 09FEB98.									
5312 MWEA	212ME 47701	DOUG DC932				BULKHEAD SKIN 5910130	CORRODED AFT PRESS BLKHD		3/5/98 MWEA98297
APB SKIN WS FOUND CORRODED ON THE LOWER END FROM LONGERON 26 LEFT TO 22 RIGHT DAMAGED OUT OF LIMITS FROM LONGERON 28L TO 29R. CUT OUT DAMAGED AREAS FABRICATED AND INSTALLED DOUBLER REPAIR.									
5312 MWEA	212ME 47701	DOUG DC932				BLKHD STIFFENER 1250445	CORRODED BS 1121		3/5/98 MWEA98298
STIFFENER AT LONGERON 13L OF CANTED BULKHEAD 1121 WAS FOUND EXFOLIATED. FABRICATED AND INSTALLED REPLACEMENT STIFFENER.									
5313 TWAA	902TW 49153	DOUG DC982				LONGERON	DAMAGED BS 1366		2/2/98 TWAA9802001
STL - DURING OP-9 MAINTENANCE CHECK, THE LOWER LONGERON LEG WAS FOUND DAMAGED AT L23 STATION 1366 AT APU AREA. REPAIRED L23 PER ARA 12000. (M)									
5320 NWAA	915RW 47139	DOUG DC931				WEB	CRACKED BS 218		1/31/98 9803779957
DURING M-CHECK, FOUND CRACK IN MAIN CABIN SHEAR WEB AT FS 218, LBL 44.5. REPAIRED PER EA 99-154966.									

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5320 NWAA	915RW 47139	DOUG DC931				DOUBLER	CRACKED BS 83.5		1/31/98 9803799957
DURING M-CHECK, FOUND CRACK IN SKIN DOUBLER AT 83.5, RBL 11. REPAIRED PER EA 99-154966.									
5320 NWAA	916RW 47144	DOUG DC931				WEB	CRACKED BS 83		2/11/98 9803769952
DURING L-CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL FS 83. REPAIRED PER EA 99-154674.									
5320 VJ6A	909VJ 47322	DOUG DC932				WEB 591486523	CORRODED BS 597		3/6/98 VJ9800039
TWO FASTENER HEADS POPPED OFF AND BULGING UNDER PRESSURE DOME AT FS STA 597, RBL 18. REMOVED BULKHEAD PRESSURE PANEL AT FS STA 597, DRILLED NEW PANEL, FABRICATED THREE FINGER DOUBLERS PLUS TWO ADDITIONAL DOUBLERS IAW DC9 SRM 51-10-2. TREATED AND PRIMED PARTS IAW DC9 SRM 51-10-3. INSTALLED NEW PRESSURE BULKHEAD PANEL, FINGER DOUBLERS AND DOUBLERS IAW DC9 SRM 51-30-2, RES 1 03655 AND AERO EO 98-798.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 598-617		3/6/98 MWEA98316
THE LEFT HAND CUSP MEMBRANE WAS FOUND DAMAGED BETWEEN FS 598 TO 617. INSTALLED REPAIR DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				JAMB 9911991	CORRODED BS 1087-1155		3/5/98 MWEA98299
VENTRAL STAIR LEFT HAND DOOR JAMB WAS FOUND CORRODED FROM FS 1087 TO 1155. FABRICATED AND INSTALLED JAMB SECTION.									
5320 MWEA	212ME 47701	DOUG DC932				DOUBLER 5911412	CORRODED BS 503		3/5/98 MWEA98294
RADAR ALTIMETER DOUBLER WAS FOUND CORRODED AT FS 503 LONGERON 30 TO 29. REMOVED AND REPLACED DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910078	CORRODED BS 160-200		3/5/98 MWEA98291
SUBFLOOR WEB AT FS 160 TO FS 200 LBL 44 TO LBL 55 WAS FOUND CORRODED. REMOVED AND REPLACED SUBFLOOR WEB.									
5320 MWEA	212ME 47701	DOUG DC932				JAMB 9911991	CORRODED BS 1038-1086		3/5/98 MWEA98293
VENTRAL STAIR CUTOUT LEFT HAND JAMB HOLE L-ANGLE WAS FOUND CORRODED FROM STA 1038 TO 1086. REMOVED AND REPLACED DAMAGED SECTION OF JAMB.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 99100787	CORRODED BS 120-160		3/5/98 MWEA98292
GALLEY SUBFLOOR WAS FOUND CORRODED IN VARIOUS AREAS. ALSO, A HOLE WAS PUNCHED IN THE FLOOR FROM FS 120 TO FS 160 LBL 8 TO RBL 55. REMOVED AND REPLACED SUBFLOOR.									
5320 MWEA	212ME 47701	DOUG DC932				DOUBLER 5911412	CORRODED BS 440		3/5/98 MWEA98295
RADAR ALTIMETER DOUBLER AT FS 440 LONGERON 30 TO 29L WAS FOUND CORRODED. REMOVED AND REPLACED DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 658		3/6/98 MWEA98318
LEFT HAND SUBFLOOR WEB AT FS 639 TO 658 WAS FOUND DAMAGED. INSTALLED REPAIR DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	CORRODED BS 389-427		3/9/98 MWEA98324
THE RIGHT HAND CUSP WEB WAS FOUND CORRODED FROM FS 389 TO 427. REMOVED AND REPLACED SECTION OF CUSP WEB.									

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5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	CORROSION BS 457-489	3/9/98	MWEA98325
THE CUSP WEB FROM FS 457 TO 489 RBL 54 HAS CORROSION. CORROSION BLENDED OUT OF LIMITS. FABRICATED AND INSTALLED DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 775-813	3/6/98	MWEA98321
LEFT HAND CUSP MEMBRANE WAS FOUND DAMAGED FROM FS 775 TO 813. FABRICATED AND INSTALLED REPAIR DOUBLERS.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 680	3/6/98	MWEA98319
LEFT HAND CUSP WEB AT STATION 680 WAS FOUND DAMAGED. INSTALLED DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 579-598	3/6/98	MWEA98320
LEFT HAND CUSP WEB FROM FS 579 TO 598 WAS FOUND DAMAGED. REMOVED AND REPLACED SECTION OF MEMBRANE.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 898-965	3/6/98	MWEA98323
LEFT HAND CUSP MEMBRANE WAS FOUND DAMAGED FROM FS 898 TO 965. FABRICATED AND INSTALLED REPLACEMENT WEB.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 991040	CRACKED BS 759	3/9/98	MWEA98327
THE SUB FLOOR CUSP WEB WAS FOUND CRACKED AT FS 759 RBL 48. FABRICATED AND INSTALLED REPAIR DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	CORRODED BS 951-965	3/9/98	MWEA98326
CUSP MEMBRANE AT LONGERON 18R FS 951 TO 965 WAS FOUND CORRODED. FABRICATED AND INSTALLED REPLACEMENT SECTION AND SPLICES.									
5320 MWEA	212ME 47701	DOUG DC932				WEB 9910140	DAMAGED BS 617-639	3/6/98	MWEA98317
SUBFLOOR AT THE LT CUSP WAS FOUND DAMAGED FROM FS 617 TO FS 639. INSTALLED REPAIR DOUBLER.									
5320 ABXA	977AX 47513	DOUG DC941			DOUG	SHEAR TIE 9957739IN	CRACKED BS 1021	3/9/98	ABXA9800158
DURING C-CHECK, FOUND SHEAR TIE CRACKED AT STATION 1021 BETWEEN LONGERON 14R AND 16R. REPLACED SHEAR TIE IAW DC9 SRM 51-30-2.									
5320 ABXA	977AX 47513	DOUG DC941			DOUG	ANGLE 39248461	CORRODED LT MLG WW	3/9/98	ABXA9800155
DURING C-CHECK, FOUND EXFOLIATION CORROSION ON L-ANGLE AT OUTBOARD, FORWARD CORNER OF WHEEL WELL AT SLANT PANEL. REPLACED ANGLE IAW DC9 SRM 51-30-1 AND 51-30-5.									
5320 ABXA	977AX 47513	DOUG DC941			DOUG	BRACKET 99234359	CRACKED LT MLG WW	3/9/98	ABXA9800156
DURING C-CHECK, FOUND ATTACH BRACKET CRACKED AT TOP EDGE OF TRAPEZOIDAL PANEL IN LEFT WHEEL WELL. REPLACED ANGLE IAW DC9 SRM 51-30-5.									
5320 CALA	938AS 49365	DOUG DC982				DOUBLER	CORRODED NR 2 RADIO ALT	3/5/98	CALA9800396
INSPECTION FOUND NR 2 RADIO ALT RECEIVER ANTENNA RETAINING DOUBLER CORRODED. THE RETAINING DOUBLER WAS REMOVED AND REPLACED IAW SRM 51-00 AND 51-30-2.									

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5330 NWAA	915RW 47139	DOUG DC931				SKIN	CRACKED BS 200		2/4/98 9803789957
DURING M-CHECK, FOUND CRACK IN FUSELAGE SKIN AT DOOR STOP ADJUST HOLE TOP AFT HOLE FS 200. REPAIRED PER EA 99-154970.									
5330 NWAA	915RW 47139	DOUG DC931				SKIN	CORRODED BS 1143-1168		2/6/98 9803819957
DURING M-CHECK, FOUND CORROSION ON INTERIOR SKIN BETWEEN CANTED FRAMES AT FS 1143 TO 1168, LONGERON 9R TO 22R. REPAIRED PER EA 99-154176.									
5330 NWAA	915RW 47139	DOUG DC931				SKIN	CRACKED BS 83.5		1/31/98 9803809957
DURING M-CHECK, FOUND CRACK IN FUSELAGE SKIN INTERIOR AT THE PILOT'S WINDSHIELD WIPER MOTOR CAVITY FS 83.5 LBL 10. REPAIRED PER EA 99-154966.									
5330 NWAA	915RW 47139	DOUG DC931				SKIN	CORRODED BS 1143-1168		2/6/98 9803829957
DURING M-CHECK, FOUND CORROSION ON INTERIOR SKIN BETWEEN CANTED FRAMES AT FS 1143 TO 1168, LONGERON 9L TO 22L. REPAIRED PER EA 99-154176.									
5330 ABXA	924AX 47403	DOUG DC931		DOUG		SKIN 5910228120	CRACKED BS 1038		3/9/98 ABXA9800153
DURING C-CHECK, FOUND CRACKED FUSELAGE SKIN AT STATION 1038 AND LONGERON 14L. REPAIRED SKIN IAW DC9 SRM 53-04.									
5330 NWAA	3324L 47103	DOUG DC932				SKIN	CORRODED BS 937 996		3/2/98 9803759941
DURING M-CHECK, FOUND CORROSION ON SKIN PANEL AT FS 937 TO 996, LONGERON 21R TO 26R. REPAIRED PER EA 99-154595.									
5330 VJ6A	901VJ 47275	DOUG DC932				SKIN 1A29937	DENTED BS 242-304		2/24/98 VJ9800035
DENT, 2.035 IN DEPTH, CROSSING 3 BAYS ON FUSELAGE SKIN STRETCHING FROM FS 242 TO FS 304 OUT OF LIMITS IAW DC9 SRM 53-04, FIG 38. FABRICATED DOUBLERS 14.75 TIMES 7.125 INCHES, 17 BY 7 INCHES AND 135 BY 8.7 INCHES USING TITANIUM .025 IAW EO 98-800; PRIMED IAW DC9 SRM 51-10-3 AND INSTALLED DOUBLERS IAW EO 98-800.									
5330 VJ6A	901VJ 47275	DOUG DC932				SKIN 1A31376	CORRODED FUSELAGE		2/25/98 VJ9800036
EXTERNAL FUSELAGE SKIN BELOW FORWARD CARGO DOOR LOWER SILL PLATE HAS CORROSION. GROUND OUT LIMITS, FABRICATED AND INSTALLED DOUBLER REPAIR IAW EO 98-794. REPAIR DOUBLER FABRICATED 2024 T3 .071 THICKNESS TIMES 69 BY 21 BY 7.50 TIMES 52.75 BY 21 INCHES.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN 59670441	CORRODED BS 1121/1155		3/5/98 MWEA98296
EXTERIOR FUSELAGE SKIN WAS FOUND CORRODED AT HTE SEAMS AT FS 1121.225 AND FS 1155.225 LONGERON 18L TO 25L. REMOVED AND REPLACED SECTION OF SKIN.									
5347 MWEA	212ME 47701	DOUG DC932				SEAT TRACK 5910152	CORRODED BS 531-965		3/9/98 MWEA98329
LEFT HAND INBOARD SEAT TRACK WAS FOUND CORRODED OUT OF LIMITS FROM FS 531 TO FS 965. REMOVED AND REPLACED SEAT TRACK.									
5347 MWEA	212ME 47701	DOUG DC932				SEAT TRACK 5916814	CORRODED BS 880-965		3/9/98 MWEA98328
RT OUTBOARD SEAT TRACK WAS FOUND CORRODED OUT OF LIMITS FROM FS 880 TO FS 965. REMOVED AND REPLACED SECTION OF TRACK.									
5350 NWAA	955N 47160	DOUG DC931				RELEASE MECH	OUT OF ADJUST TAILCONE		3/5/98 9803719905
DURING TAILCONE FUNCTIONAL CHECK, FOUND THAT EXCESSIVE FORCE WAS REQUIRED TO RELEASE TAILCONE. RIGGED RELEASE SYSTEM. FUNCTIONAL CHECK OK.									

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5400 ABXA	977AX 47513	DOUG DC941			DOUG	STIFFENER 995819128	CRACKED NR 1 ENG PYLON		3/9/98 ABXA9800157
DURING C-CHECK, FOUND NR 1 ENGINE PYLON STIFFENER CRACKED, (6 ABOVE FUEL SHROUD). REPLACED STIFFENER IAW DC9 SRM 51-30-2 AND 51-30-5.									
5510 ABXA	977AX 47513	DOUG DC941			DOUG	LOCKING TANG 4911390503	CRACKED RT HORIZ STAB		3/9/98 ABXA9800159
DURING C-CHECK, FOUND FORWARD LOCKING TANGS CRACKED AND LOCKING PLATE SHIFTED ON THE HORIZONTAL STABILIZER MAIN ATTACH BOLT, RIGHT SIDE WHERE STABILIZER ATTACHES TO CENTER SECTION. REPLACED BOLT, SLEEVE, AND RETAINER IAW DC9 MM 55-10-0.									
5720 NWAA	955N 47160	DOUG DC931				FITTING	CRACKED BS 606		2/27/98 9803749905
DURING H-CHECK, FOUND CRACK IN FRONT SPAR TO FRAME ATTACH FITTING AT FS 606 JUST ABOVE LONGERON 24L. REPAIRED PER EA 99-154728.									
5720 MWEA	207ME 47794	DOUG DC932				DOUBLER	DENTED WS 408		3/6/98 MWEA98279
FOUND DENT ON LEFT WING INTERNAL LEADING EDGE DOUBLER STA XRS408. MAINTENANCE REMOVED AND REPLACED DOUBLER.									
5753 ABXA	928AX 47392	DOUG DC932			DOUG	ANGLE 99558223N	CRACKED LT TE FLAP		3/9/98 ABXA9800154
DURING C-CHECK, FOUND ATTACH ANGLE INSIDE LEFT FLAP CRACKED, ACCESS THROUGH PANEL 1548. REPLACED ATTACH ANGLE IAW DC9 SRM 51-30-2 AND 51-30-5.									
7200 USAA	822US 49139	DOUG DC982	PWA JT8D217			ENGINE	VIBRATION LEFT		1/22/98 USAAD98014
CLT-BUF - FLT 825 - DURING CRUISE THE FLIGHT CREW NOTICED VIBRATION FROM THE LEFT ENGINE. THE CREW REDUCED THE POWER TO IDLE, AND THE ENGINE STAYED WITHIN NORMAL PARAMETERS. THE AIRCRAFT THEN DIVERTED TO PIT AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE ENGINE. (M)									
7261 NWAA	784NC 48109	DOUG DC951	PWA JT8D17			OIL FILTER	DIRTY RT ENGINE		3/7/98 9803969875
DURING CLIMB, THE RIGHT ENGINE OIL STRAINER CLOG LIGHT ILLUMINATED. CREW REDUCED POWER ON THE RIGHT ENGINE AND THE LIGHT EXTINGUISHED. THE AIRCRAFT DIVERTED TO MKE AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE RIGHT ENGINE MAIN OIL FILTER.									
3350 DALA	994DL 53346	DOUG MD88				BATTERY PACK	DISCHARED CABIN		3/7/98 DLM88980530
EMERGENCY EXIT TRACK LIGHTS (FLOOR) INOP IN FIRST CLASS CABIN. REPLACED BATTERY PACK AND PWR SUPPLY, LIGHTS CK OK.									
5320 DALA	901DE 53378	DOUG MD88				JAMB	CORRODED CARGO DOOR		3/4/98 DLM88980525
THE LOWER JAMB PAN OF THE FWD CARGO DOOR CUTOUT SURROUND STRUCTURE WAS FOUND CORRODED. THE PAN SECTION BETWEEN THE FWD AND AFT CORNERS OF THE DOOR WAS REMOVED AND A NEW SECTION SPLICED IN PER THE MD-88 SRM 53-05, FIG 44 AND PER ER/A 364169-14.									
5730 MWEA	701ME 49760	DOUG MD88				SKIN	CRACKED RT WING		3/7/98 MWEA98334
TEMPORARY REPAIR INSTALLED ON OUTBOARD LEADING EDGE OF FUEL DOOR CUTOUT ON RT WING. INSTALLED PERMANENT DOUBLER REPAIR IAW DOUGLAS TELEX.									
3350 COMA	162CA 120150	EMB EMB120RT				SIGN 10130115	BROKEN CABIN		3/4/98 COMA9810054
EMERGENCY EXIT SIGN AT SEAT 5A IS BROKEN. REPLACED EXIT SIGN.									

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3350 COMA	168CA 120168	EMB EMB120RT				BATTERY D36604001	DISCHARGED CABIN	17394 1133	3/3/98 COMA9810053
CABIN DOOR EMERGENCY EXIT SIGN IS INOPERABLE, EMERGENCY FLOOR PATH LIGHTING TO ROW 3 IS INOPERABLE. REPLACED EMERGENCY LIGHTS BATTERY.									
5320 COMA	241CA 120211	EMB EMB120RT				CROSSBEAM 12004149002	CORROSION CABIN		3/4/98 COMA9810058
DURING 2C INSPECTION, TASK 5310-131-011 REVEALED THE CROSSBEAM AT FRAME 16 TO BE CORRODED BEYOND EMBRAER CORROSION LIMITS. REMOVED CROSSBEAM AND INSTALLED SERVICEABLE CROSSBEAM USING EMBRAER SRM STANDARD PRACTICES.									
5320 COMA	241CA 120211	EMB EMB120RT				BUTTSTRAP 12005805008	CORROSION CABIN		3/4/98 COMA9810062
DURING 2C INSPECTION, TASK 5310-131-011 REVEALED CENTER BUTTSTRAP TO BE CORRODED BEYOND EMBRAER CORROSION LIMITS. REMOVED BUTTSTRAP AND INSTALLED SERVICEABLE BUTTSTRAP USING EMBRAER 120 SRM STANDARD PRACTICES.									
5320 COMA	241CA 120211	EMB EMB120RT				BUTTSTRAP 12046163003	CORROSION CABIN		3/4/98 COMA9810061
DURING 2C INSPECTION, TASK 5310-131-011 REVEALED BUTTSTRAP TO BE CORRODED BEYOND EMBRAER CORROSION LIMITS. REMOVED BUTTSTRAP AND INSTALLED SERVICEABLE BUTTSTRAP USING EMBRAER 120 SRM STANDARD PRACTICES.									
5320 COMA	241CA 120211	EMB EMB120RT				CROSSBEAM 12004149001	CORROSION CABIN		3/4/98 COMA9810059
DURING 2C INSPECTION, TASK 5310-131-011 REVEALED CROSSBEAM AT FRAME 20 TO BE CORRODED BEYOND EMBRAER CORROSION LIMITS. REMOVED CROSSBEAM AND INSTALLED SERVICEABLE CROSSBEAM USING EMBRAER 120 SRM STANDARD PRACTICES.									
5320 COMA	241CA 120211	EMB EMB120RT				SILL 12004450001	CORROSION CABIN		3/4/98 COMA9810057
DURING 2C INSPECTION, TASK 5310-131-011 REVEALED CABIN SILL TO BE CORRODED BEYOND EMBRAER CORROSION LIMITS. REMOVED SILL AND INSTALLED SERVICEABLE SILL USING EMBRAER SRM STANDARD PRACTICES.									
5320 COMA	241CA 120211	EMB EMB120RT				SILL 12006664005	CORRODED LT CABIN		3/4/98 COMA9810056
DURING 2C INSPECTION, TASK 5310-131-011, REVEALED CABIN SILL TO BE CORRODED BEYOND EMBRAER CORROSION LIMITS. REMOVED SILL AND INSTALLED SERVICEABLE SILL USING EMBRAER SRM STANDARD PRACTICES.									
5320 COMA	241CA 120211	EMB EMB120RT				TCAS TRAY 30005567008	CORRODED FWD FUSE		3/4/98 COMA9810055
DURING 2C INSPECTION ZONE 100 TASK 5310-132-011, FOUND TCAS SUPPORT TRAY CORRODED BEYOND LIMITS. REMOVED CORRODED TRAY AND BUILT UP NEW SERV TRAY IAW STC ST00075W1-D.									
5320 COMA	241CA 120211	EMB EMB120RT				BUTTSTRAP 12046158003	CORROSION CABIN		3/4/98 COMA9810060
DURING 2C INSPECTION, TASK 5310-131-011 REVEALED BUTTSTRAP THAT WAS CORRODED BEYOND EMBRAER CORROSION LIMITS. REMOVED BUTTSTRAP AND INSTALLED SERVICEABLE BUTTSTRAP USING EMBRAER 120 SRM STANDARD PRACTICES.									
6120 BN4R	294SW 120321	EMB EMB120ER			78249046	HOUSING 7854175	CRACKED PROP CONTROL		2/26/98 98ZZZX1043
REFERENCE: FW06347. REASON FOR REMOVAL: LEAKING AROUND MOUNTING CLAMP AREA. POSSIBLE CAUSE: TBD. RECOMMENDATIONS: HOUSING TO BE SENT TO HAMSTD FOR METALLURGICAL EVALUATION. CUSTOMER: SKYWEST A/L.									

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7321 COMA	241CA 120211	EMB EMB120RT	PWA PW118			EEC	MALFUNCTIONED ENGINE		3/6/98 COMA9810063
TORQUE INDICATION FLUCTUATED +- 20 PERCENT DURING TAKEOFF ROLL. DEFERRED THE ELECTRONIC ENGINE CONTROL SYSTEM.									
2910 QXEA	491US 11156	FOKKER F28MK4000				WIRE	FAILED COCKPIT		3/3/98 QXEA9800235
BURNING SMELL NOTED IN THE COCKPIT, ALONG WITH A FLASH AND A POPPING SOUND BELOW THE FIRST OFFICER'S SMOKE MASK AREA. REPAIRED THE SUPPLY WIRE TO THE NR 2 AC HYDRAULIC PUMP CONTROL RELAY 2MC2-142. NO PARTS REPLACED.									
3234 USAA	854US 11282	FOKKER F28MK0100				SELECTOR VALVE 715381	FAILED NLG		2/7/98 USAAF98013
FLT 775 - PIT-MCI - DURING FINAL APPROACH TO MCI WHEN LANDING GEAR SELECTED DOWN, CREW DID NOT RECEIVE A GREEN 'NOSE GEAR DOWN AND LOCKED' INDICATION. CREW RECYCLED LANDING GEAR AND ALL INDICATIONS WERE NORMAL. FLIGHT LANDED MCI WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE NOSE GEAR SELECTOR VALVE AND RIGGED THE SYSTEM. (M)									
3260 USAA	854US 11282	FOKKER F28MK0100				BULB	FAILED NLG		2/6/98 USAAF98012
FLT 1158 - RIC-PHL - ON FINAL APPROACH TO PHL, NOSE GEAR DOWN AND LOCKED GREEN INDICATOR DID NOT ILLUMINATE. CREW RECYCLED GEAR AND ALL INDICATORS ILLUMINATED NORMALLY. FLIGHT LANDED PHL WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED BOTH LAMPS IN NOSE GEAR UNSAFE INDICATOR MODULE. (M)									
3350 USAA	867US 11312	FOKKER F28MK0100				BATTERY PACK 6104789	DISCHARGED CABIN		2/2/98 USAAF98011
IND - EMERGENCY EXIT LIGHT ABOVE MAIN ENTRY DOOR WAS INOPERATIVE. MAINTENANCE REPLACED THE BATTERY PACK. (M)									
3350 QXEA	491US 11156	FOKKER F28MK4000			GRIMES	BULB 1315	FAILED CABIN		3/4/98 QXEA9800239
COCKPIT OVERHEAD EMERGENCY EXIT SIGN HAS INOP BULBS. REPLACED BULBS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	477AU 11226	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/1/98 QXEA9800145
LIGHT BULB BURNT OUT IN EMERGENCY EXIT SIGN ABOVE COCKPIT DOOR. MAINTENANCE REPLACED BULB AND FUNCTION TESTED.									
3350 QXEA	480AU 11229	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		3/9/98 QXEA9800247
RIGHT HAND FORWARD EMERGENCY LIGHT INOPERATIVE. RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	483US 11233	FOKKER F28MK4000			GRIMES	BULB 5515800106	FAILED CABIN		3/4/98 QXEA9800237
EMERGENCY EXIT SIGN AT ROW 8 HAS A BURNT BULB. REPLACED LIGHT ASSEMBLY, OPERATIONAL CHECKS GOOD.									
3350 QXEA	483US 11233	FOKKER F28MK4000			GRIMES	BULB 5515800106	FAILED CABIN		3/4/98 QXEA9800238
EMERGENCY EXIT SIGN AT FORWARD CLOSET HAS A BURNT OUT LAMP. REPLACED LAMP ASSEMBLY, OPERATIONAL CHECKS GOOD.									
3620 USAA	854US 11282	FOKKER F28MK0100				SWITCH 66072105	FAILED PNEUMATIC SYS		1/30/98 USAAF98010
FLT 1275 - PIT-MSP - ON CLIMB-OUT FROM PIT WITH CLIMB POWER SET, 'WING ANTI-ICE LOW CAPACITY' MESSAGE ANNUNCIATED ON MULTI FUNCTION DISPLAY. DUE TO WEATHER CONDITIONS IN MSP, FLIGHT DIVERTED TO PHL FOR MAINTENANCE AND SCHEDULING CONVENIENCE. FLIGHT LANDED PHL WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE WING LOW PRESSURE WARNING SWITCH AND ADJUSTED BOTH PNEUMTIC SYSTEM PRESSURE REGULATING SHUTOFF VALVES. (M)									

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5210 QXEA	482US 11231	FOKKER F28MK4000				SKIN	DENTED PAX DOOR		12/22/97 QXEA9800167
THREE DENTS ON MAIN CABIN DOOR SKIN. TWO LOCATED BY EXTERNAL ASSIST HANDLE AND ONE LOCATED ON FORWARD EDGE APPROXIMATELY MID SPAN LOCATION. REPAIRED IAW FOKKER SRM 52-01-01 AND SRM 51-31-01.									
5210 QXEA	482US 11231	FOKKER F28MK4000				HOOK LATCHES	LACK OF LUBE PAX DOOR		3/2/98 QXEA9800236
PDX - MAIN CABIN DOOR IS HARD TO OPEN AND LOCK. CLEANED THE CABIN DOOR HOOK LATCHES. OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE. NO PARTS REPLACED.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800177
FRAME 9305 CASTELLATION BETWEEN STRINGER 48 AND 49 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800208
CABIN FUSELAGE FRAME 13815B CASTELLATION IS CRACKED AT STRINGER 30. REPAIRED IAW FOKKER SRM 53-02-13.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800178
CASTELLATION ON FRAME 8805 BETWEEN STRINGERS 28 AND 29. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800179
CASTELLATION ON FRAME 8805 BETWEEN STRINGER 27 AND 28 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800180
CASTELLATION ON FRAME 8305 BETWEEN STRINGER 36 AND 37 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800182
CABIN FUSELAGE FRAME 15205 CASTELLATIONS CRACKED AT STRINGER 49. REPAIRED IAW FOKKER SRM.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800174
CASTELLATION ON FRAME 5305A BETWEEN STRINGER 46 AND 47 IS CRACKED. REPAIRED IAW FOKKER SRM 43-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800183
CASTELLATION ON FRAME 6805 BETWEEN STRINGERS 18 AND 19 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800184
CABIN FUSELAGE FRAME 10346 CASTELLATION IS CRACKED AT STRINGER 44. REPAIRED CRACK IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800185
CABIN FUSELAGE FRAME 15205 CASTELLATION IS CRACKED AT STRINGER 47. REPAIRED IAW FOKKER SRM 51-31-01.									

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5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800189
CABIN FUSELAGE FRAME 12405 CASTELLATION IS CRACKED AT STRINGER 46. INSTALLED REPLACEMENT CLIP PER FOKKER SRM 53-02-13, FIGURE 2 AND SRM 51-31-01.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CHAFED CABIN		12/20/97 QXEA9800190
INBOARD FACE OF CABIN FRAME 11905 HAS TWO CHAFED AREA'S AT APPROXIMATELY STRINGER 54. REPAIRED IAW HORIZON EO 4-53-03 FOR REPLACEMENT OF AFFECTED PORTION OF FRAME 11905.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CHAFED CABIN		12/20/97 QXEA9800191
CABIN FUSELAGE FRAME 12405 CASTELLATION IS CRACKED AT STRINGER 45. INSTALLED REPLACEMENT CLIP PER FOKKER SRM 53-02-13 FIGURE 2 AND SRM 51-31-01.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800181
CASTELLATION ON FRAME 8805 BETWEEN STRINGER 44 AND 45 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800175
CASTELLATION ON FRAME 9305A BETWEEN STRINGERS 36 AND 37 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800173
CASTELLATION ON FRAME 9305A BETWEEN STRINGER 25 AND 26 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800172
CASTELLATION ON FRAME 9305A BETWEEN STRINGER 29 AND 30 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800171
CASTELLATION ON FRAME 9305A BETWEEN STRINGER 28 AND 29 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800170
CASTELLATION ON FRAME 9305A BETWEEN STRINGER 27 AND 28 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800166
CASTELLATION ON FRAME 93050 BETWEEN STRINGER 35 AND 36 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4, FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/23/97 QXEA9800164
CABIN FUSELAGE FRAME 13815A CASTELLATION IS CRACKED AT STRINGER 40. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800163
CABIN FUSELAGE FRAME 15205 CASTELLATION IS CRACKED AT STRINGER 48. REPAIRED IAW FOKKER 53-02-13, FIGURE 2.									

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5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	MISREPAIRED FUSELAGE		12/29/97 QXEA9800153
CASTELLATION END RIVET HOLE ON FRAME 17565 AND STRINGER 59 IS DISTORTED FROM PREVIOUS REPAIR ATTEMPT. INSTALLED CLIP REPAIR IAW FOKKER SRM 53-02-13 AND MM 53-10-05, PAGE 601.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/29/97 QXEA9800150
CRACKED CASTELLATION ON FRAME 16-2 JUST OUTBOARD OF THE LEFT HAND CUTOUT FOR THE VERTICAL STAB SPAR. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 3 AND MM 53-10-5, SUPP, PAGE 601.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/29/97 QXEA9800149
CRACKED CASTELLATION ON FRAME 50-2 AT STRINGER 27. INSTALLED HI-LOKS THROUGH FRAME IAW FOKKER SRM 51-30-03. ALODINED AND PRIMED IAW FOKKER SRM 51-16-4, PAGE 9.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/29/97 QXEA9800148
CRACKED FRAME CASTELLATION ON THE BACKSIDE OF FRAME 50-2 AT STRINGER 27. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 3 AND MM 53-10-05.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800192
CABIN FUSELAGE FRAME 12405 CASTELLATION IS CRACKED AT STRINGER 30. REPAIRED FRAME CASTELLATION CLIP PER FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800176
CASTELLATION ON FRAME 9305 BETWEEN STRINGER 75 AND 76 IS CRACKED. REPAIRED IAW FOKKR SRM 53-02-13 PAGE 4 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800215
CABIN FUSELAGE FRAME 12405 CASTELLATION IS CRACKED AT STRINGER 31. INSTALLED DOUBLER PER FOKKER SRM 53-02-13M FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800206
CABIN FUSELAGE FRAME 13815B CASTELLATION IS CRACKED AT STRINGER 29. INSTALLED REPAIR CLIP PER FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800193
CABIN FUSELAGE FRAME 12875 CASTELLATION IS CRACKED AT STRINGER 41. REPAIRED FRAME CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800216
CABIN FUSELAGE FRAME 12405 CASTELLATION IS CRACKED AT STRINGER 33. INSTALLED REPAIR DOUBLER PER FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800214
CABIN FUSELAGE FRAME 13815A CASTELLATION IS CRACKED AT STRINGER 46. RE-CHECKED FRAME 13815A CASTELLATION AT STRINGER 46, NO CRACK FOUND AT LOCATION NOTED.									

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5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800213
CABIN FUSELAGE FRAME 13815B CASTELLATION IS CRACKED AT STRINGER 33. COMPLIED WITH INSTALLATION OF CLIP PER FOKKER SRM 51-31-01.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED FUSELAGE		12/20/97 QXEA9800212
CABIN FUSELAGE FRAME 13815 CASTELLATION IS CRACKED AT STRINGER 35. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800211
CABIN FUSELAGE FRAME 13815 CASTELLATION IS CRACKED AT STRINGER 33. REPAIRED IAW FOKKER SRM 53-02-13.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800210
CABIN FUSELAGE FRAME 13815 CASTELLATION IS CRACKED AT STRINGER 42. FABRICATED REPAIR CLIP, ETCHED, ALODINED, INSTALLED PER FOKKER SRM 53-02-13 FIGURE 2 AND SRM 51-31-01.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800209
CABIN FUSELAGE FRAME 13815 CASTELLATION IS CRACKED AT STRINGER 33. REPAIRED IAW FOKKER SRM 53-02-13.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800207
CABIN FUSELAGE FRAME 14285 CASTELLATION IS CRACKED AT STRINGER 36. COMPLETED INSTALLATION OF CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800205
CABIN FUSELAGE FRAME 13815B CASTELLATION IS CRACKED AT STRINGER 46. INSTALLED REPLACEMENT CLIP PER FOKKER SRM 53-02-13 FIGURE 2 AND SRM 51-31-01.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800204
CABIN FUSELAGE FRAME 13815A CASTELLATION IS CRACKED AT STRINGER 33. COMPLETED INSTALLATION OF CLIP AS PER FOKKER SRM 51-31-01.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800202
CABIN FUSELAGE FRAME 12875 CASTELLATION IS CRACKED AT STRINGER 29. REPAIRED CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800201
CABIN FUSELAGE FRAME 13345 CASTELLATION IS CRACKED AT STRINGER 33. INSTALLED REPAIR CLIP PER FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800200
CABIN FUSELAGE FRAME 12875 CASTELLATION IS CRACKED AT STRINGER 33. REPAIRED FRAME CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800199
CABIN FUSELAGE FRAME 12875 CASTELLATION CRACKED AT STRINGER 32. REPAIRED FRAME CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									

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5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800198
CABIN FUSELAGE FRAME 12875 CASTELLATION IS CRACKED AT STRINGER 46. REPAIRED FRAME CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800194
CABIN FUSELAGE FRAME 12405 CASTELLATION IS CRACKED AT STRINGER 29. INSTALLED REPAIR DOUBLER PER FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800197
CABIN FUSELAGE FRAME 12875 CASTELLATION IS CRACKED AT STRINGER 34. REPAIRED FRAME CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800195
CABIN FUSELAGE FRAME 12875 CASTELLATION IS CRACKED AT STRINGER 45. REPAIRED FRAME CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800196
CABIN FUSELAGE FRAME 12875 CASTELLATION IS CRACKED AT STRINGER 44. REPAIRED FRAME CLIP IAW FOKKER SRM 53-02-13 FIGURE 2.									
5311 QXEA	482US 11231	FOKKER F28MK4000				FRAME	CRACKED CABIN		12/20/97 QXEA9800203
CABIN FUSELAGE FRAME 13815A CASTELLATION IS CRACKED AT STRINGER 29. INSTALLED REPAIR CLIP PER FOKKER SRM 53-02-13 FIGURE 2.									
5312 QXEA	482US 11231	FOKKER F28MK4000				BULKHEAD BEAM	CRACKED AFT PRESS BLKHD		12/24/97 QXEA9800161
FORWARD PRESSURE BULKHEAD BEAM NR 5 UPPER FLANGE IS CRACKED AT A PREVIOUS REPAIR AT THE CENTER OF THE BEAM. REPAIRED IAW FOKKER SRM 51-10-4, 51-31-01 AND 51-30-02.									
5312 QXEA	482US 11231	FOKKER F28MK4000				BULKHEAD FRAME	CRACKED RT MLG WW		12/19/97 QXEA9800226
THREE CRACKS EXTENDING FROM RIVET HEADS. LOCATED IN RIGHT WHEEL BAY APPROXIMATELY 3 FORWARD OF BULKHEAD FRAME 13345 AND IN THE TOP, AFT, OUTBOARD CORNER. INSTALLED NEW DOUBLER IAW EA 4-53-317.									
5313 QXEA	482US 11231	FOKKER F28MK4000				STRINGER	CHAFED FUSELAGE		1/29/98 QXEA9800146
FRAME 18075 AT STRINGER 58 IS CHAFED MORE THAN 50 PERCENT. BLENDED CHAFED AREA, FABRICATED AND INSTALLED REPAIR DOUBLER IAW EA 4-53-339.									
5313 QXEA	482US 11231	FOKKER F28MK4000				STRINGER	CORRODED FUSELAGE		12/20/97 QXEA9800160
STRINGER 65 IS CORRODED BETWEEN FRAMES 4150 AND 4610. REPAIRED IAW FOKKER SRM 53-02-05 AND SRM 51-30-02.									
5320 QXEA	482US 11231	FOKKER F28MK4000				ANGLE	CRACKED FUSELAGE		12/22/97 QXEA9800221
LEFT HAND SIDE BELLY FAIRING CONNECT ANGLE UNDER PANEL 986 NEAR CENTER SECTION CRACKED. FABRICATED NEW BRACKET IAW FOKKER SRM 51-11-4 AND INSTALLED IAW FOKKER SRM 51-31-01, PAGE 13, PARAGRAPH 7 A, B AND D1.									

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5320 QXEA	482US 11231	FOKKER F28MK4000				FAIRING	DENTED FUSELAGE		12/21/97 QXEA9800224
DENT 2.5 X 2.0 AND .092 DEEP ADJACENT TO FRAME 10775 AND RIB BL13452 ON LOWER FAIRING DENT HAS CREASE IN THE BOTTOM. CUT OUT DENTED SECTION OF SKIN, FABRICATED AND INSTALLED REPAIR DOUBLER AND FILLER PER FOKKER SRM 53-02-17, FIGURE 1.									
5320 QXEA	482US 11231	FOKKER F28MK4000				FASTENER	MISINSTALLED FUSELAGE		1/3/98 QXEA9800162
CASTELLATION AT STRINGER 47 FRAME 15205 HAS TWO HI-LOKS INSTALLED WHERE ACCESS IS ACCESSABLE. HI- LOKS CORRECTLY INSTALLED IAW FOKKER SRM 51-30-02 AND MM 53-10-05, PAGE 601.									
5320 QXEA	482US 11231	FOKKER F28MK4000				RIVETS	MISINSTALLED FUSELAGE		12/26/97 QXEA9800165
CABIN FUSELAGE CLIP REPAIR AT FRAME 15205 STRINGER 47 HAS IMPROPERLY INSTALLED RIVETS AT FRAME ATTACH POINT. INSTALLED TWO HI-LOKS AFTER REMOVED DAMAGED RIVETS IAW FOKKER SRM 53-10-05, PAGE 601 AND SRM 51-30-02.									
5320 QXEA	482US 11231	FOKKER F28MK4000				DRAIN	BLOCKED LT WATER BAY		12/19/97 QXEA9800227
DRAIN PATH BLOCKED. LOCATED ON FORWARD SIDE OF BULKHEAD FRAME 13345 AND NEAR THE UPPER OUTBOARD SIDE OF LEFT WHEEL BAY. CLEANED AND UNBLOCKED DRAIN ON UPPER OUTBOARD SIDE OF LEFT WATER BAY.									
5320 QXEA	482US 11231	FOKKER F28MK4000				WEB	CRACKED LT MLG WW		12/19/97 QXEA9800228
A .25 INCH CRACK FROM RIVET HEAD. LOCATED APPROXIMATELY 3 FORWARD OF BULKHEAD FRAME 13345 AND IN LEFT WHEEL BAY AFT, TOP OUTBOARD CORNER. INSTALLED NEW DOUBLER IAW HORIZON EA 4-53-318.									
5320 QXEA	482US 11231	FOKKER F28MK4000				SUPPORT	DAMAGED CABIN		12/21/97 QXEA9800158
FORWARD GALLEY UNDERFLOOR SUPPORT AT BL 1000 ALONG FRAME 3820 AND 510 MM AFT OF FRAME 3450, (LOCATION MARKED). REPAIRED IAW FOKKER SRM 51-10-4, PAGE 9, PARAGRAPH 4 A, B, C.									
5320 QXEA	482US 11231	FOKKER F28MK4000				ANGLE	BENT CARGO COMPT		12/26/97 QXEA9800157
AFT CARGO BAY FLOOR SUPPORT ANGLE ON FRAME 15205 BENT/TORN BETWEEN STRINGER 1 TO 3 AND 71 TO 74. REPAIRED IAW FOKKER SRM 53-02-17, FIGURE 2 AND 51-31-01.									
5320 QXEA	482US 11231	FOKKER F28MK4000				CLIP	CRACKED CARGO COMPT		12/26/97 QXEA9800156
AT CARGO BAY CRACKED FRAME CLIP ON FRAME 13815B BY STRINGER 2. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	482US 11231	FOKKER F28MK4000				ANGLE	CORRODED CARGO COMPT		12/27/97 QXEA9800155
AFT CARGO BAY FLOOR SUPPORT ANGLE ON FRAME 16060 CORRODED BETWEEN STRINGERS 74, 1 AND 2. REPAIRED IAW FOKKER SRM 53-02-13 PAGE 4, FIGURE 2.									
5320 QXEA	482US 11231	FOKKER F28MK4000				FRAME CLIP	CRACKED FUSELAGE		12/26/97 QXEA9800159
CRACKED FRAME CLIP ON FRAME 13815B BY STRINGER 74. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5321 QXEA	482US 11231	FOKKER F28MK4000				FLOOR PANEL	BENT CARGO COMPT		12/26/97 QXEA9800154
AFT CARGO BAY PANEL BETWEEN FLOORBEAMS FRAMES 1666 AND 16060, IS BENT. DIRECTLY ABOVE AFT CARGO DOOR BOTTOM DOOR SILL. REPAIRED PANEL IAW HORIZON EA 4-53-335 AND REINSTALLED TO FLOORBEAM PER FOKKER SRM 51-31-01.									

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5330 QXEA	482US 11231	FOKKER F28MK4000				PANEL	CRACKED FUSELAGE		12/22/97 QXEA9800218
RIGHT HAND SIDE BELLY PANEL 91BC CENTER SECTION SECONDARY RIB CRACK. REPAIRED IAW FOKKER SRM 53-02-05 FIGURE 1, SECTION D-D.									
5330 QXEA	482US 11231	FOKKER F28MK4000				SKIN	CHAFED EMEREXIT DRWAY		12/20/97 QXEA9800188
RIGHT HAND AFT OVERWING EMERGENCY EXIT APATURE TOP FRAME BOX SKIN HAS A CHAFE IN SKIN AND A CHAFED RIVET. EMERGENCY DOOR HAS BEEN HITTING THESE. REPAIRED IAW HORIZON EA 4-53-324 STEPS 1-4.									
5330 QXEA	482US 11231	FOKKER F28MK4000				SKIN	CHAFED EMER EXIT DRWAY		12/20/97 QXEA9800187
LEFT HAND AFT OVERWING EMERGENCY EXIT APATURE TOP FRAME BOX SKIN HAS A CHAFE IN SKIN AND A CHAFED RIVET. EMERGENCY DOOR HAS BEEN HITTING THERE. REPAIRED CHAFE IAW HORIZON EA 4-53-324, FIGURE 1 AND 2.									
5330 QXEA	482US 11231	FOKKER F28MK4000				SKIN	DENTED BS 11000		1/13/98 QXEA9800219
DENT 3.2 X .75 WITH A SHARP CREASE IN THE BOTTOM AT STATION 11000 AND BETWEEN BL 1147L AND BK1002L DENT IS .103 DEEP. REPAIRED DENT IAW FOKKER SRM 53-02-12 FIGURE 1, PAGE 3 AND SRM 51-31-01.									
5330 QXEA	482US 11231	FOKKER F28MK4000				SKIN	CHAFED EMER EXIT DRWAY		12/20/97 QXEA9800186
LEFT HAND OVERWING EMERGENCY EXIT APATURE TOP FRAME BOX HAS TWO CHAFED RIVETS. EMERGENCY DOOR HAS BEEN HITTING THESE. REMOVED DAMAGED AREA AND REPAIRED IAW HORIZON EA 4-53-324. INSTALLED NEW RIVET IAW FOKKER SRM 51-31-05.									
5330 QXEA	482US 11231	FOKKER F28MK4000				PANEL	CRACKED FUSELAGE		12/22/97 QXEA9800220
LEFT HAND SIDE BELLY PANEL 91BC SECONDARY RIB CRACKED AT CENTER SECTION. INSTALLED REPAIR DOUBLER IAW FOKKER SRM 51-31-01.									
5350 QXEA	482US 11231	FOKKER F28MK4000				FAIRING	DENTED FUSELAGE		1/13/98 QXEA9800217
DENT 2.5 BY 2.0 AND .092 DEEP ADJACENT TO FRAME 10775 AND RIB BL13456 ON LOWER FAIRING DENT HAS CREASE IN THE BOTTOM. FABRICATED AND INSTALLED REPAIR IAW FOKKER SRM 53-02-17 FIGURE 1, PAGE 3.									
5713 QXEA	482US 11231	FOKKER F28MK4000				STRINGER	CRACKED LT WING		12/22/97 QXEA9800225
LEFT HAND WING 2 STRINGER FLANGE THAT HOLDS BELLY SKIN TO FUSELAGE SEVERAL RIVETS WITH CRACKS COMING FROM AROUND THEM. INSTALLED REPAIR ANGLES AS REQUIRED PER FOKKER SRM 53-02-17 PAGE 11 FIGURE 6.									
5720 QXEA	482US 11231	FOKKER F28MK4000				ANGLE	CRACKED RT WING		12/22/97 QXEA9800222
RIGHT HAND WING 2 STRINGER AT 2.19, 2.18, 2.17 HAVE SMALL 2 ANGLE THAT ARE CRACKED. INSTALLED NEW 2 STRINGER CONNECTION ANGLE PER FOKKER SRM 51-31-01.									
5720 QXEA	482US 11231	FOKKER F28MK4000				NUT PLATE STRIP	CRACKED WING FAIRING		12/22/97 QXEA9800223
RIGHT HAND WING NUT PLATE STRIP FOR FUSELAGE TO WING FAIRING CRACKED JUST IN FRONT OF FORWARD LANDING GEAR LUG FITTING PANEL 92L. INSTALLED PREVIOUSLY FABRICATED DOUBLER IAW FOKKER SRM 51-31-01 AND VERTICAL FASTENER AS PER MM 20-30-5.									
5755 QXEA	482US 11231	FOKKER F28MK4000				SKIN	CHAFED SPEED BRAKE		12/25/97 QXEA9800151
RIGHT HAND SPEED BRAKE INNER SKIN HAS A DEEP CHAFE 24 DOWN FROM THE TRAILING EDGE AND 1.25 DOWN FROM THE TOP EDGE. REPAIRED IAW EA 4-53-323.									

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5755 QXEA	482US 11231	FOKKER F28MK4000				SKIN	MISDRILLED SPEED BRAKE		12/25/97 QXEA9800152
ROW OF 12 NR 5 CHERRY MAX RIVETS WHICH ARE LOOSE AND HAVE INSUFFICIENT EDGE DISTANCE ON THE INNER SKIN OF THE RIGHT HAND SPEED BRAKE 35 FROM THE TRAILING EDGE NEAR THE TOP. REPAIRED SPEED BRAKE SKIN AS PER HORIZON EA 4-53-325.									
5755 QXEA	482US 11231	FOKKER F28MK4000				SKIN	CHAFED RT SPEED BRAKE		12/31/97 QXEA9800147
RIGHT HAND SPEED BRAKE INNER SKIN HAS DEEP CHAFE 24 INCHES FROM THE TRAILING EDGE AND 1.25 INCH DOWN FROM THE TOP EDGE. REPAIR DOESN'T MATCH UPPER ROW, RIVETS NOT FLUSH. GAP BETWEEN REPAIR AND SPEED BRAKE SKIN APPROX .015. REPAIRED IAW EA 4-53-323.									
8530 PNSA	741 B97	GRUMAV G21A	PWA R985*			CYLINDER	SEPARATED LT ENGINE		2/20/98 PNSA980204
LT ENGINE STARTED RUNNING ROUGH AND LOST POWER, RETURNED TO BASE. FOUND CYLINDER SEPARATED FROM CASE. REPLACED ENGINE.									
3010	400DN 551	LEAR 35A				TRANSITION DUCT 261903311	FAILED WING ANTI-ICE	8962	2/12/98 98ZZZX1007
WING LEADING EDGE ANTI-ICE DUCT IS COLLAPSED BLOCKING AIRFLOW TO THE RIGHT WING ANTI-ICE. TT: 8,961.8 HOURS.									
3350 DALA	736DY 193C1227	LKHEED 1011385115				GROUND	LOOSE CABIN		3/4/98 DLL14980519
ON L/O, FOUND RT SECTION D FLOOR TRACK LIGHTING INOP. SWAPPED BATTERIES AND CONTROLLER, NO HELP. SWAPPED CHARGERS, NO HELP. RANG OUT WIRES AND FOUND LOOSE GROUND STUDS, TIGHTENED. OPS CK GOOD.									
3350 DALA	741DA 193C1245	LKHEED 1011385115			672320101	POWER SUPPLY	INOPERATIVE CABIN		3/4/98 DLL14980516
EMERGENCY TRACK LIGHTING OUT AFTER 20 SEC IN F/C CABIN. REPLACED POWER SUPPLY.									
3350 RAAA	9744C 188C1140	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		3/6/98 RAAA98E4007
RT OVERWING EMERGENCY EXIT AND AFT LT EMERGENCY EXIT EGRESS IDENTIFIER LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
3350 RAAA	9744C 188C1140	LKHEED 188C			INTVLV 873100112	BATTERY PACK 8621006	DISCHARGED CABIN		3/6/98 RAAA98E4006
PAX ROW 13 AND 22 FLOOR PROXIMITY EGRESS LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
3230 PNSA	15PR 318052011	PIPER PA31350				UPLOCK ROLLERS	LACK OF LUBE NLG		2/7/98 PNSA980210
NOSE GEAR WOULD NOT LOCK UP. CLEANED AND LUBED DIRTY NOSE GEAR UPLOCK ROLLER, OPS CHECK OK.									
3260 PNSA	3588Z 318052130	PIPER PA31350				DNLOCK SWITCH	LACK OF LUBE RT MLG		2/8/98 PNSA980205
RT MAIN WOULD NOT INDICATE DOWN AND LOCKED. UNEVENTFUL LANDING WAS MADE. CLEANED AND LUBED GEAR AND SWITCHES. NO FURTHER PROBLEMS NOTED.									
3222 PNSA	8004N 328206014	PIPER PA32301				STRUT	REQD SERVICE NLG		2/11/98 PNSA980208
NOSE GEAR SHIMMY WAS EXCESSIVE DURING TAKEOFF RUN. RETURNED TO HANGER SERVICED NOSE GEAR STRUT, OPS CHECK OK.									
6114 PNSA	8470Y 328206012	PIPER PA32301				ZERK	LEAKING PROP HUB		2/4/98 PNSA980209
DURING CRUISE, A FILM OF GREASE DEVELOPED ON WINDSHIELD. RETURNED TO BASE. REPLACED LEAKING GREASE ZERK, OPS CHECK OK.									

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2611 WWMA	306AE 340B306	SAAB 340B				DETECTOR 72111211002	NO TEST LAVATORY	3/7/98	WWMA9800044
DURING PREFLIGHT, THE LAVATORY SMOKE DETECTOR WOULD NOT TEST. REPLACED THE LAVATORY SMOKE DETECTOR.									
3020 MALA	412XJ 340B412	SAAB 340B				DE-ICE LIGHT	ILLUMINATED RT ENGINE	3/8/98	MALA976036
DURING CLIMB, RIGHT ENGINE INTAKE CAUTION LIGHT ILLUMINATED. COMPLIED WITH QRH AND RETURNED TO MSP. MAINTENANCE TROUBLESHOT SYSTEM IAW SAAB AMM 30-20-00, NO FAULT FOUND.									
3260 MALA	103XJ 340A103	SAAB SF340A				STRIKER AIR123782	FAILED RT MLG	3/6/98	MALA976039
ON APPROACH, THE RIGHT MAIN LIGHT NOT ILLUMINATED WITH GEAR DOWN SELECTION, GEAR IN TRANSIT LIGHT REMAINED ON. EMERGENCY GEAR HANDLE PULLED. AIRCRAFT LANDING WITHOUT INCIDENT. MAINTENACE REPLACED STRIKER PLATE ON RIGHT MAIN LANDING GEAR DOWN AND LOCKED SWITCH AND SEPARATION BOLTS, OPS CHECK GOOD.									
3320 WWMA	326AE 340B326	SAAB 340B				BALLAST BA006281	DEFECTIVE CABIN	3/6/98	WWMA9800047
CREW REPORTED, WINDOW LIGHTS OVER SEAT 5BC SEEMED TO BE GETTING HOT AND EMITTING A HOT PLASTIC SMELL. MAINTENANCE ISOLATED PROBLEM TO READING LIGHT AT 3A, LIGHT WAS DEFERRED. SMELL REOCCURED ON FLIGHT 5086 ON 4-7-98, MAINTENANCE FOUND OVERHEAD AND WINDOW LIGHT BALLASTS FOR SEATS 3,4 AND 5A TO BE CAUSING THE SMELL. REPLACED BOTH BALLASTS.									
3320 WWMA	326AE 340B326	SAAB 340B				BALLAST BA006281	DEFECTIVE CABIN	3/7/98	WWMA9800048
APPROXIMATELY 2 MINUTES AFTER THE NR 2 ENGINE WAS STARTED AND THE NR 2 GENERATOR WAS SWITCHED ON. CREW REPORTED A VERY STRONG ELECTRICAL SMOKE ODOR IN THE PASSENGER AND CARGO COMPARTMENTS. MAINTENANCE FOUND THE ODOR TO BE COMING FROM OVERHEAD LIGHT AND WINDOW LIGHT BALLASTS AT SEATS 3, 4 AND 5A, REPLACED BOTH BALLASTS.									
3350 MALA	595MA 340B216	SAAB 340B				BATTERY PACK 6104789	DISCHARGED CABIN	3/8/98	MALA976037
DURING INSPECTION, THREE FLOOR TRACK AND ONE COVE LIGHT INOP. MAINTENANCE REPLACED BATTERY PACK 22LN, ALL CHECKS GOOD.									
3350 WWMA	345SB 340B345	SAAB 340B				SIGN	LOOSE CABIN	3/7/98	WWMA9800046
DURING PREFLIGHT CREW, FOUND THE EMERGENCY EXIT SIGN AT ROW 8A HAD FALLEN OFF. MAINTENANCE RESECURED THE EMERGENCY EXIT SIGN.									
3350 MALA	89XJ 089	SAAB SF340A				BATTERY PACK 6104789	DISCHARGED CABIN	3/3/98	MALA976029
DURING INSPECTION, EMERGENCY LIGHTS WOULD INITIALLY ILLUMINATE DURING FLIGHT ATTENDANT TEST, BUT THEN SHUT OFF. MAINTENANCE REPLACED ALL BATTERY PACKS. ALL CHECKS GOOD.									
3350 MALA	99XJ 099	SAAB SF340A				SWITCH 5LN	INOPERATIVE COCKPIT	3/5/98	MALA976030
AFTER DOOR WAS SHUT THE EMERGENCY LIGHT SWITCH DOES NOT SHOW ARMED. MAINTENACE RELAMPED SWITCH LIGHT. OPS CHECK GOOD.									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN	3/6/98	MALA976038
DURING INSPECTION, TWO EMERGENCY LIGHTS INOP AT SEATS 4A AND 9A. MAINTENANCE RELAMPED, ALL CHECKS GOOD.									
3350 MALA	109XJ 340A109	SAAB SF340A				LAMP 1317	FAILED CABIN	3/7/98	MALA976035
DURING INSPECTION, ROW 4 OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									

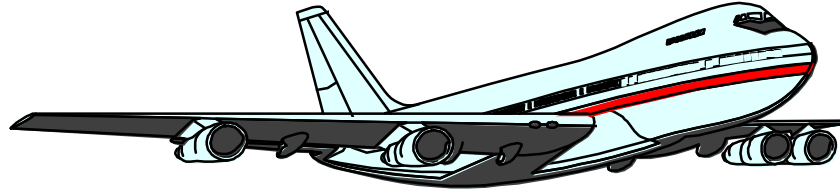
***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

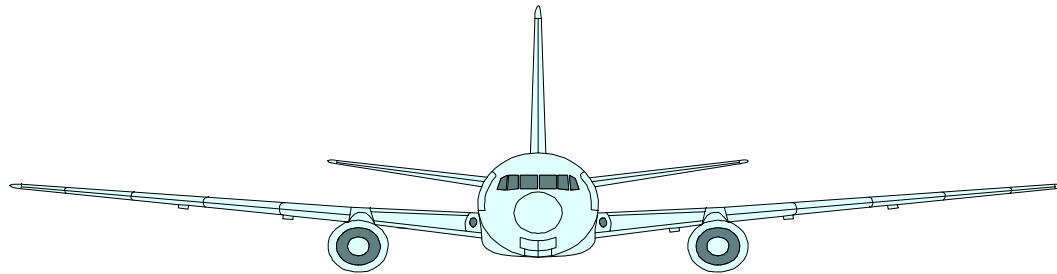
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3350 MALA	112XJ 340A112	SAAB SF340A				LAMP 1317	FAILED CABIN		3/6/98 MALA976040
DURING INSPECTION, OVERHEAD EMERGENCY LIGHT AT 6 C/D INOP. MAINTENANCE RELAMPED, OPS CHECK GOOD.									
7210 SI3R		SAAB SF340A	GE CT79B		HAMSTD 6044T35P10	IDLER BEARING 7757602	CRACKED GC 49 GEARBOX	17027	2/18/98 SI3R98004
DURING DISASSEMBLY OF GEARBOX, THE FORWARD IDLER GEAR BEARING INNER RACE WAS FOUND CRACKED. P/N 775760-2, FIG 8 ITEM 85.									
7320 MALA	991XJ 091	SAAB SF340A	GE CT79B			HMU 6055T19P004	FAILED RT ENGINE		3/7/98 MALA976031
ON CLIMBOUT, THE RIGHT ENGINE SURGES WITH CTOT ON AND OFF. COMPLIED WITH QRH AND RETURNED TO DTW. MAINTENANCE REPLACED RIGHT ENGINE HMU, OPS AND LEAK CHECK GOOD.									
7320 REXA	107PX 340A010	SAAB SF340A	GE CT79B			CLAMP	LOOSE LT P3 PIPE		1/22/98 REXA98025
LEFT ENGINE WOULD NOT EXCEED 60 PERCENT TORQUE AND RAN 100-150 DEGREES HOTTER THAN RIGHT. FOUND HP P-3 PIPE CLAMP OFF. REINSTALLED CLAMP AND RUN CHECKS GOOD. (M)									
7603 WWMA	253AE 340B253	SAAB 340B	GE CT79B			CABLE C821453	BROKEN LT ENGINE		3/7/98 WWMA9800045
LEFT ENGINE FAILED ON TAKEOFF AT APPROXIMATELY 300 FEET ABOVE GROUND. TAKEOFF WAS AT 100 PERCENT POWER AND THE CTOT WAS ON. THE ENGINE AUTOFEATHERED AND THE RIGHT ENGINE TORQUE INCREASED TO 107 PERCENT. ALL OTHER INDICATIONS WERE NORMAL. THE AIRCRAFT RETURNED TO FIELD WITHOUT INCIDENT. MAINTENANCE FOUND THE CONDITION LEVER CABLE BETWEEN THE HMU GEARBOX AND THE PCU BROKEN 4 INCHES FROM THE HMU CONNECTOR. RELACED THE CABLE, PERFORMED A BORESCOPE INSPECTION AND GROUND RUNS.									
2130 PNSA	41NE AC741B	SWRNGN SA227AC				CONTROL LINE	ICED UP PRESSURE SYST		2/26/98 PNSA980202
PRESSURIZATION UNCONTROLLABLE IN AUTO DURING CLIMB. THAWED ICE IN CONTROL LINE AND PURGED OPS CHECK OK.									
7603 PNSA	2719H AC713B	SWRNGN SA227AC				CLEVIS PIN	LOOSE LT POWER LEVER		2/26/98 PNSA980201
LT POWER LEVER BECAME DISCONNECTED DURING START. RESECURED CLEVIS PIN, OPS CHECK OK.									

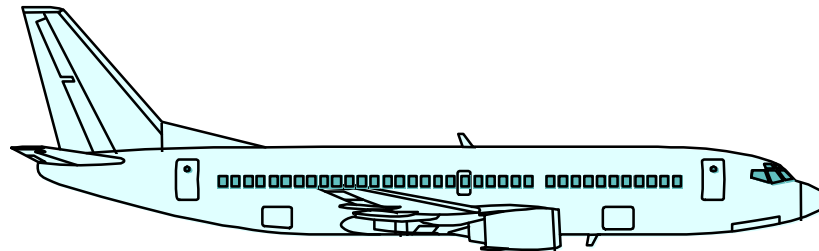
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INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY

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7200			LYC ALF502R3		LYC	ENGINE	MAKING METAL NR 2 ENGINE	10907	4/30/93 CA930511108
(CAN) NR 2 ENGINE CHIP DETECTORS FOUND CONTAMINATED. ENGINE REPLACED. THE ENGINE WAS A TEXTRON LOANER WHICH WAS RETURNED TO MANUFACTURER. PART TC: 13,097.									
7200			LYC ALF502R5			ENGINE	MAKING METAL NR 2	8929 1105	3/26/93 CA930511103
(CAN) NR 2 ENGINE REPLACED DUE TO METAL CONTAMINATION. PART TC: 11,624.									
7230			LYC ALF502R5		200331013	DAMPING RING 202317005	BROKEN FAN MODULE	5623	4/17/93 CA930506603
(CAN) DURING ROUTINE MAINTENANCE ACTION, THE DAMPER RING ON THE FAN MODULE WAS FOUND BROKEN. PART TC: 6,537.									
7230			PWA JT9D7R4D		PWA	BLADE	FAILURE COMP 5TH STG		1/31/93 CA930503514
*****	(CAN) DURING STABILIZED CLIMB, A LOUD BANG ACCOMPANIED BY YAW OCCURRED. ENGINE SUFFERED A 5TH STAGE COMPRESSOR BLADE FAILURE. FAILURE OCCURRED ONE INCH FROM THE BLADE ROOT. THE BROKEN BLADE JAMMED IN THE 6TH STAGE ROTOR SEAL AND DAMAGED THE SEAL. PART TC: 4,564.								
7320			GARRTT TPE33110U			COMPUTER 9495948	FAILED TTL NR 1		4/3/93 CA930511114
(CAN) ON TAKEOFF ROLL, NR 1 TORQUE DROPPED FROM 96 PERCENT TO 80 PERCENT AND STAYED THERE FOR A BIT AND THEN WENT BACK TO 96 PERCENT. TAKEOFF REJECTED. NR 1 ENGINE TOTAL TEMP LIMITER COMPUTER REPLACED.									
7322			GARRTT TPE33110U		GARRTT 89737526	FCU 1944656	FAULTY NR 1 ENGINE	2492	4/16/93 CA930512103
(CAN) ON DESCENT NR 1 ENGINE TORQUE WOULD NOT GO BELOW 30 PERCENT. ENGINE HAD TO BE SHUTDOWN. NR 1 ENGINE FUEL CONTROL UNIT REPLACED. AIRCRAFT RETURNED TO SERVICE. PART TC: 6,710.									
7712			GARRTT TPE33110U			BRIDGE	FAILED NR 2 TORQUE		4/20/93 CA930512104
(CAN) NR 2 TORQUE GAUGE UNSERVICEABLE. CONDITIONER BRIDGE SWAPPED.									
7810						PIPE CLAMP 4215AF1849	BROKEN LT ENG TAIL PIPE		3/17/93 CA930331409
(CAN) DUE TO A BROKEN LT ENGINETAILE PIPE ASSY CLAMP, THE TAIL PIPE OPENED 3 TO 4 INCHES WHICH ALLOWED EXHAUST GASSES TO LEAK OUT CAUSING AN OVERHEAT TEMP CONDITION IN ZONE 1 OF THE LT ENGINE.									
2121		AEROSP ATR42300	PWA PW120			CIRCULATING FAN EVAC523EXA	OVERHEATED RIGHT HAND		4/9/93 CA930415510
(CAN) DURING TAXIING, RT RECIRCULATION FAN PRODUCED SMOKE IN CABIN. FAN REMOVED FOR SHOP REPAIR.									
5320		AEROSP ATR42300	PWA PW120			FLOOR 553678008216	CORRODED RT LT SUPPORT		4/27/93 CA930427501
(CAN) SEVERE CORROSION FOUND IN FLOOR SUPPORT AND WEB PANEL AREA AND SURROUNDING STRUCTURE. CONTINUING AIRWORTHINESS -NDT- ALERTED TO PROBLEM.									
2120		AIRBUS A320211				VENT FAN EVT3454F	INOPERATIVE ELECT COMPART		2/14/93 CA930503510
(CAN) WARNING MESSAGE FOR ELECTRONIC COMPARTMENT VENT EXTRACTION FAULT CAME ON AFTER AIRCRAFT PUSH-BACK AND A STRONG ELECT BURNT SMELL WAS PRESENT. INVESTIGATION REVEALED ELECTRONIC COMPARTMENT EXTRACT WAS BURNT. FAN WAS REPLACED.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2750		AIRBUS A320211				POSITION UNIT 9028A000401	FAILED FLAPS		2/28/93 CA930503505
(CAN) ON APPROACH, UNABLE TO EXTEND FLAPS. LEADING EDGE SLATS FUNCTIONED NORMALLY. CHANGED LEFT FLAP A.P.P.U. (ASYMMETRY POSITION PICK OFF UNIT).									
3231		AIRBUS A320211				UPLOCK C247300004	LEAKING NLG DOOR UPLOCK		1/7/93 CA930318510
(CAN) AFTER TAKEOFF WHEN GEAR RAISED, CLASS 1 ECAM (ELECTRONIC CENTRALIZED AIRCRAFT MONITORING) MESSAGE, LANDING DOORS NOT CLOSED. MAINTENANCE CHECK REVEALED NLG DOORS DROOPING AFTER HYDRAULIC SHUTOFF, DOORS UPLOCK MECHANISM FOUND LEAKING. NLG DOORS UPLOCK MECHANISM CHANGED.									
3260		AIRBUS A320211				SWITCH	INTERMITTENT LDG VMO MMO		2/25/93 CA930415507
(CAN) ON TAKEOFF, AIRSPEED WARNING ON PRIMARY FLIGHT PROHIBITED AIR SPEED ABOVE 235 KNOTS. AIRCRAFT RETURNED FOR MAINTENANCE ACTION. INVESTIGATION REVEALED LANDING GEAR DOWN VMO/MMO SWITCH IN LANDING DOWN POSITION ON 188VU IN ELECTRONIC COMPARTMENT. SWITCH REPOSITIONED AND GUARD SECURED. SYSTEM TESTED SERVICEABLE.									
3460		AIRBUS A320211				COMPUTER	INTERMITTENT FLT MGMT		4/4/93 CA930503517
(CAN) PRIOR TO DEPARTURE, BOTH FMGC (FLIGHT MANAGEMENT GUIDANCE COMPUTER) FAILED, UNABLE TO OPERATE CONTROL AND DISPLAY UNIT (CDU). AIRCRAFT ELECTRICAL POWER TEMPORARILY REMOVED FOR APPROXIMATELY 10 SECONDS. AFTER ELECTRICAL POWER RESTORED, ALL SYSTEMS APPEARED NORMAL.									
5220		AIRBUS A320211				EMERG DOOR PINS D5227917300300	BENT LEFT OVERWING	50	2/28/93 CA930503511
(CAN) ON INSPECTION, FOUND THE LEFT OVERWING DOOR HANDLE COVER OFF, HANDLE PULLED AND LOCKED OPEN. ALSO, ARM/DISARM LOCK PINS DAMAGED. NEW ARM/DISARM FITTING ASSY WAS INSTALLED AND SYSTEM CHECKED. AIRCRAFT TT: 11,700 HOURS. PART TC: 19.									
5610		AIRBUS A320211				WINDSHIELD STA320141	SHATTERED CAPTAINS W/SHELD	3879	2/14/93 CA930318501
(CAN) CAPTAIN'S WINDSHIELD OUTER PANE SHATTERED IN-FLIGHT. WINDSHIELD AND CONTROLLER CHANGED. AIRCRAFT TT: 16,734 HOURS.									
3230		AMD FALCOND				UPLATCH LEVER A24239108	STIFF RT MLG	12489	4/27/93 CA930510403
(CAN) ON RETRACTION, RT LANDING GEAR SHOWING UNLOCKED. UPLOCK LATCH LEVER FOUND STIFF. LEVER BUSHINGS DISMANTLED, CLEANED AND LUBED. OK.									
2916		AMD FALCON20			MESSIER 1023739	GAUGE C578492	CRACKED LT HYD RESERVOIR		3/18/93 CA930413401
(CAN) PILOTS OBSERVED HYDRAULIC RESERVOIR PRESSURE LIGHT ON, FOLLOWED BY LOW FLUID LEVEL INDICATION AND A REDUCTION IN SYSTEM PRESSURE. INVESTIGATION FOUND A FAILED RESERVOIR SIGHT GAUGE ALLOWING ABOUT A 25 PERCENT LOSS OF FLUID.									
2520		BAG BAE146200A				SUPPORT C3101031106	BROKEN SEAT SUPPORT		3/11/93 CA930323107
(CAN) FRAME STRUCTURE CRACKED AT CENTER SUPPORT.									
2752		BAG BAE146200A				SCREWJACK 676001003	STICKING NR 2 RT FLAPS		4/7/93 CA930511120
(CAN) FLAPS TRAVELED TO 30 DEGREES ON 33 DEGREES FLAP SELECTION WITH FLAP FAULT CAUTION LIGHT FLAP CODE NR 11. PREVIOUS CREW REPORTED SAME SNAG.									
2752		BAG BAE146200A				SCREWJACK	DIRTY FLAPS		5/3/93 CA930512102
(CAN) ON APPROACH, FLAPS SELECTED 30 BUT WOULD NOT MOVE FROM 24 FAULT LIGHT. AFTER LANDING FLAPS MOVED NORMAL, FLAP SAFETY TEST, REMOVED FLAP FAULT LIGHT.									

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2752		BAG BAE146200A				SCREWJACKS	DIRTY FLAPS		4/25/93 CA930512101
(CAN) WHEN FLAPS SELECTED 33 STOPPED AT 30 WITH FLAP FAULT LIGHT. ACTIVATED A FLAP CIRCUIT BREAKER, RESET ON GROUND CLEARED FAULT, GREASED FLAPS FUNCTIONAL SERVICEABLE.									
2761		BAG BAE146200A				SWITCH P308450070	INTERMITTENT RT SPOILER		5/3/93 CA930511101
(CAN) MWS DIM FAIL CAUTION LIGHT FLASHING ON AND OFF. AUDIBLE TAKEOFF WARNING HORN.									
2910		BAG BAE146200A	LYC ALF502R5		VICKERS 520696	POWER TRANSFER 520696	LEAKING HYD SYS		3/19/93 CA930511116
(CAN) PTU FAILED ON INITIAL APPLICATION IN AM.									
3150		BAG BAE146200A				WIRING	CHAFED TB WF5C		4/1/93 CA930511122
(CAN) CONFIG WARNING CIRCUIT BREAKER TRIPS IN CRUISE. CONFIG WILL NOT RESET.									
3246		BAG BAE146200A			DUNLOP AHA1489	BOLT DSR44811530	CRACKED NEAR HEAD		3/29/93 CA930416602
(CAN) TIRE WENT FLAT ON LANDING. MPI SHOWED ALL BOLTS CRACKED.									
2600		BAG JETSTM3212				FIRE BELL 13730209K	BROKEN NR 1	8109	5/1/93 CA930512105
(CAN) NR 1 FIRE BELL CAME APART. PART TC: 11,116.									
2842		BAG JETSTM3212				TRANSMITTER 114001284	DAMAGED FUEL QUANTITY	9406	3/26/93 CA930511105
(CAN) LT OUTBOARD MAGNETIC FUEL QUANTITY FLOAT DAMAGED. PART TC: 12,178.									
2842		BAG JETSTM3212				TRANSMITTER 114001284	BROKEN FUEL QTY	9412	3/26/93 CA930511123
(CAN) BOTH OUTBOARD MAGNA STICK INDICATOR FLOATS BROKEN AWAY FROM MAGNETIC RING.									
5610		BAG JETSTM3212				WINDOW 1379628C401	DEFORMED PILOTS	7931	3/16/93 CA930511112
(CAN) PILOTS MAIN WINDSCREEN HAS DEFORMITY BEYOND LIMITS IN UPPER LEFT CORNER. AIRCRAFT TT: 12,284 HOURS.									
3221		BEECH A100			5082020445	LUG	CORRODED NLG DRAG BRACE		3/9/93 CA930323106
(CAN) NOSE GEAR UPPER HOUSING (BRACE) FOUND CORRODED AT DRAG BRACE ATTACH POINT. DAMAGED BEYOND REPAIRABLE LIMITS. SUBMITTER NOTES PROBLEM WAS MAGNESIUM BRACE AND NOW REPLACED WITH ALUMINUM.									
3233		BEECH A100				MOTOR 51200040	SHORTED MLG		3/15/93 CA930330203
(CAN) LANDING GEAR INOPERATIVE. SHEET METAL SCREW FOUND JAMMED BETWEEN MOTOR CONTACTS NOT ALLOWING MOTOR TO CYCLE GEAR DOWN. FURTHER INSPECTION FOUND ALL NINE SCREWS ON BASE GUIDE PLATES LOOSE, 3 SCREWS WERE TOO SHORT.									
7210		BEECH B100	PWA PT6A28		PWA	GEAR SHAFT 3013880	WORN NP TACH DRIVE	369	1/6/93 CA930324201
(CAN) NP TACHOMETER DRIVE WORN. PART TOTAL CYCLES, 500.									

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5720		BEECH B200				DUCT	CRACKED RT WING	6470	3/1/93 CA930326701
(CAN) AIR SCOOP DUCT IN LEADING EDGE OF RT WING, INBOARD OF NACELLE CRACKED. ACFT TT: 10,562 HOURS.									
7314		BEECH 200CBEECH	PWA PT6A42		SUNDSTRANDEM 02532330003	COUPLING J500576V83	STRIPPED FUEL PUMP TO AGB	9853 2454	4/2/93 CA930416405
(CAN) NR 2 ENGINE FLAMED OUT AT FL 100 IN CLIMB. ENGINE FAILED TO RE-LIGHT. MAINTENANCE FOUND THE COUPLING BETWEEN THE HIGH PRESSURE FUEL PUMP AND THE ENGINE AGB STRIPPED. PUMP AND COUPLING REPLACED AND AIRCRAFT RETURNED TO SERVICE. PART TC: 10,474.									
8520		BEECH 65B80	LYC IGSO540A1D			ROD BEARING	WORN NR 4 CYLINDER	400	6/16/93 CA930422205
(CAN) NR 1 ENGINE BEGAN TO RUN ROUGH. FLIGHT CREW REDUCED POWER AND LANDED. INSPECTION FOUND SMALL AMOUNT OF METAL CONTAMINATION IN THE OIL. COMPRESSION TEST FOUND NR 4 CYLINDER LOW. WHEN THE CYLINDER WAS REMOVED THERE WAS EXCESSIVE CLEARANCE IN THE CONNECTING ROD BEARING AND THE CRANKSHAFT END. THE ENGINE WAS REMOVED FOR OVERHAUL.									
8520		BEECH 95B55	CONT IO470L		CONT	CONNECTING ROD 628752	BROKEN NR 1 CYLINDER	1173	4/20/93 CA930510303
(CAN) DURING FLIGHT, PILOT FELT A SLIGHT YAW TO THE RIGHT AND THEN A BANG WAS HEARD. OIL PRESSURE DROPPED OFF. THE ENGINE WAS SECURED AND THE PROPELLER FEATHERED. INVESTIGATION REVEALED A LARGE HOLE IN THE FORWARD END OF THE ENGINE CASE WHERE THE NR 3 CYLINDER CONNECTING ROD HAD COME THROUGH.									
7240		BEECH 99	PWA PT6A20			CASE 3014196	CRACKED GAS GENERATOR	10148 2370	3/30/93 CA930407202
(CAN) DURING INSPECTION A 1.50 INCH CRACK WAS FOUND IN THE GAS GENERATOR CASE. THE CRACK WAS AT THE 3 O'CLOCK POSITION, AT THE FUEL NOZZLE, JUST UNDER THE CASE WELD. THIS AREA WAS INSPECTED 40 HOURS PREVIOUSLY AND NO CRACKS WERE OBSERVED. PART TC: 2,809.									
2910		BOEING 727100	PWA JT8D7B			FITTING	CRACKED LT WING		3/23/93 CA930407212
(CAN) DURING FLIGHT, A COMPLETE LOSS OF A HYDRAULIC SYSTEM OCCURRED. LEFT WING NR 2 FLIGHT SPOILER HYDRAULIC LINE FITTING FLARE CRACKED.									
2910		BOEING 72727C	PWA JT8D7B			FILTER CAP	BROKEN NOSE STEERING		4/4/93 CA930430403
(CAN) A-SYSTEM HYDRAULIC FLUID DEPLETED.									
3242		BOEING 727217			BFGOODRICH 10604851	STATOR 10604851	BROKEN RT NLG BRAKE		2/9/93 CA930413403
(CAN) ON TAXI, SEVERE VIBRATION FROM NOSE GEAR. NOSE BRAKE OVERHEATED. RIGHT NOSE BRAKE STATOR/LINING BROKEN. RIGHT NOSE WHEEL FLANGE SCORED.									
3250		BOEING 72727C				FILTERCAP	BROKEN STEERING VALVE		4/4/93 CA930416410
(CAN) CREW NOTED A HYD SYSTEM LOOSING FLUID AND DEPLETED A FEW SECONDS LATER. NOSE STEERING VALVE FILTER HOUSING CAP BROKEN.									
2800		BOEING 737275C	PWA JT8D9A		PARKERHANFIN 2671360	VALVE 2760136	STICKING NR 1		4/13/93 CA930422208
(CAN) DURING REFUELING, NR 1 FUELING VALVE STUCK ALLOWING APPROXIMATELY 5 GALLONS OF FUEL TO OVERFLOW ON GROUND.									
2810		BOEING 737275C				FUEL VALVE 2670136	STICKING NR 1 TANK		3/15/93 CA930330206
(CAN) WHILE REFUELING, THE MANUAL OVERRIDE BUTTON WAS PUSHED FOR NR 1 MAIN TANK. THE BUTTON STUCK IN ALLOWING 3 TO 5 GALLONS OF FUEL TO OVERFLOW.									

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5754		BOEING 737296	PWA JT8D9			FLAP 654642536	CRACKED NR 3 INBD FLAP		3/4/93 CA930317101
(CAN) CRACK FOUND ON NR 3 KRUEGER FLAP INBOARD END NEXT TO FUSELAGE. CRACK IS ON TOP OF FLAP 9 INCHES LONG AND 1 INCH DOWN FROM TOP. ALSO INBOARD HINGE ATTACH ARM BROKEN.									
3232		BOEING 747133	PWA JT9D7			ACTUATOR	FAILED LT MLG DOOR		3/3/93 CA930503507
(CAN) LEFT MLG DOOR WOULD NOT CLOSE.									
3233		BOEING 747133	PWA JT9D7			ACTUATOR	INTERMITTENT LT MLG		1/22/93 CA930318503
(CAN) UNABLE TO RETRACT LT WING GEAR AFTER TAKEOFF, SAME WHEN RECYCLED. AIRCRAFT TT: 63,223 HOURS.									
3320		BOEING 747233B	PWA JT9D7			SOCKET 03910808P4	SHORTED NR 4 HOTCUP		1/4/93 CA930318512
(CAN) SMOKE OBSERVED FROM CONTROL RHEOSTAT INDICATOR LIGHT AREA OF HOT CUP NR 4 AT R2 POWER TURNED OFF AND EXTINGUISHER USED.									
5540		BOEING 747433	PWA PW4056			WEB	CRACKED RUDDER	3497	1/10/93 CA930318509
(CAN) RUDDER WEB CRACKED AT STA 147.722 DUE TO SONIC FATIGUE. AIRCRAFT TT: 21,198 HOURS. PART TC: 949.									
5540		BOEING 747433				SKIN	CRACKED RUDDER		1/31/93 CA930318502
(CAN) UPPER SURFACE OF LOWER RUDDER CRACKED 36 INCHES FORWARD OF TRAILING EDGE AND 10 INCHES AFT OF LEADING EDGE. FRACTURE RESULTED FROM SONIC FATIGUE. AIRCRAFT TT: 20,676 HOURS.									
5540		BOEING 747433	PWA PW4056			WEB	CRACKED RUDDER		1/21/93 CA930318504
(CAN) CRACKED WEB AND ANGLE ON LOWER RUDDER STA 157. RESULTS OF SONIC FATIGUE. AIRCRAFT TT: 20,819 HOURS. ACFT TT: 20,819.									
7314		BOEING 747133	PWA JT9D7			PUMP 705501	SHEARED NR 4 HP PUMP		3/21/93 CA930503501
(CAN) SHORTLY AFTER TAKEOFF, SLIGHT VIBRATION BY NR 4 ENGINE. SHUT DOWN, UNABLE TO RELIGHT.									
7314		BOEING 747238B	PWA JT9D7F		TRW	FUEL PUMP 705501	SHEARED SHAFT NR 3 ENGINE		1/14/93 CA930318508
(CAN) NR 3 ENGINE FLAMED OUT DURING CRUISE. UNABLE TO RELIGHT. FUEL PUMP DRIVE SHAFT FOUND SHEARED.									
7120		BOEING 75728A	RROYCE RB211524B02			FUSE PIN 311N50671	CRACKED NR 1 PYLON		4/2/93 CA930510412
(CAN) ON NDT INSPECTION, NR 1 FUSE PIN FOUND CRACKED. BOTH UNDER AND OUTER PINS REPLACED. REF AD 92-22-11 SB 54A0020R3.									
7320		BOEING 7572B7	RROYCE RB211535E4		RROYCE	SENSE LINE 556115488000	PUNCTURED NR 1 ENG P1		4/17/93 CA930430410
(CAN) AT CRUISE, NR 1 ENGINE EPR INDICATING 2.01. ALL OTHER INDICATIONS NORMAL. INSPECTION REVEALED NR 1 ENGINE P1 SENSE LINE BELLOWS CRACKED AND LINE PUNCTURED. NEW P1 SENSE LINE INSTALLED.									
2400		BOEING 767233				WIRE BUNDLE	BURNT FS400		3/22/93 CA930503502
(CAN) DURING TROUBLESHOOTING FOR APU AND DRAIN MAST, FOUND WIRE BUNDLE BURNT AT FS400 C1 CARGO CEILING.									

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2530		BOEING 767233				DRAIN HEATER	CHARRED GALLEY		3/29/93 CA930503504
(CAN) BURNING SMELL REPORTED IN AFT CABIN PRIOR TO BOARDING.									
2700		BOEING 767233	PWA JT9D7R4D			CONTROLS	FROZEN AIL & TRIM		4/10/93 CA930503516
(CAN) AUTO PILOT WARNING EICAS, AIRCRAFT FAILED TO MAKE COURSE CHANGE, AUTOPILOT DISCONNECTED. AILERONS AND TRIM FROZEN, RUDDER TRIM OK. PARTIAL CONTROL AT 20,000 FEET, FULL CONTROL AT 8,000 FEET. SUBMITTER SUSPECTED ICING.									
2761		BOEING 767233				ACTUATOR 252T13013	INTERMITTENT NR 8/9 SPOILERS		1/15/93 CA930318505
(CAN) AIRCRAFT ROLLS TO RIGHT WHEN AUTOPILOT OFF. NECESSARY TO INPUT 20 DEGREES AILERON TO MAINTAIN WINGS LEVEL.									
2910		BOEING 767233				ELBOW NAS1762T1212	LEAKING RT PYLON		2/22/93 CA930415506
(CAN) DURING FLIGHT, RAPID LOSS OF RT HYDRAULIC QUANTITY. LEAK AT RT PYLON HYDRAULIC SYSTEM MODULE.									
5610		BOEING 767233				WINDSHIELD 141T480102	CRACKED COCKPIT		3/29/93 CA930503503
(CAN) FIRST OFFICER'S WINDSHIELD OUTER PANE CRACKED WHILE IN CRUISE.									
2620		BRAERO HS7482A				FUSE A984	MISFIRED LT NACELLE		4/6/93 CA930416402
(CAN) ON RE-WEIGH FIRE BOTTLE FOUND EMPTY. ONE CARTRIDGE HAD FIRED, COCKPIT INDICATED NO SIGNS OF A FIRED BOTTLE. FUSE SHOWED NO SIGNS OF DISCHARGE. ALL BOTTLES FIRED, ONLY ONE SHOWED RED INDICATION. ONE BARELY VISIBLE RED FLASH BUT WOULD NOT SET OFF RED POWDER. RT SQUIB PINS CHECK SERVICEABLE. POWER TO SOCKETS CONFIRMED, BUT WOULD NOT FIRE ON 28V.									
2620		BRAERO HS7482A				FUSE A984	MISFIRED LT NACELLE		4/6/93 CA930430404
(CAN) FIRE BOTTLE WEIGHED, FOUND EMPTY. ONE CARTRIDGE FIRED. COCKPIT INDICATOR FUSE DID NOT INDICATE BOTTLE FIRED. FIRED ALL BUT ONLY ONE IN FOUR GAVE RED INDICATION. ONE BARELY VISIBLE RED FLASH. RT BOTTLE PINS CHECKED BUT SHOWED SERVICEABLE POWER TO SOCKETS CONFIRMED BUT 28 VOLTS WOULD NOT FIRE.									
2843		BRAERO HS7482A				VALVE	INTERMITTENT FUEL SUPPLY		3/16/93 CA930331414
(CAN) FUEL TEMP WARNING LIGHT STAYED ON AT HIGH POWER SETTINGS AFTER DEPARTURE. FUEL FLOW INDICATOR BEGAN FLUCTUATING WITH TGT CHANGES.									
2910		BRAERO HS7482A				LINE ASSY 373Q2277	CRACKED HP FILTER		5/3/93 CA930510405
(CAN) AC EXPERIENCED DIFFICULTY RETRACTING LANDING GEAR DUE TO LOW HYDRAULIC PRESSURE. RIGID HYDRAULIC LINE FROM NR 1 ACCESS GEARBOX TRAY TO HP FILTER CRACKED NEAR FILTER. LINE REPLACED WITH FLEX HOSE.									
5210		BRAERO HS7482B				CAP SEAL	LEAK DOOR LOCK		4/26/93 CA930510407
(CAN) PASSENGER DOOR PRESSURE LOCK DISENGAGED AFTER TAKEOFF. VACUUM LEAK AT AIR DRYER CAP SEAL. AIRCRAFT TT: 22,309 HOURS.									
5270		BRAERO HS7482A				SWITCH 1D12483	REQ ADJUST CREW DOOR		9/19/93 CA930426301
(CAN) IN CLIMB, THE DOOR WARNING LIGHT ILLUMINATED. VISUAL CHECKED, ALL DOORS NORMAL. MAINTENANCE FOUND CREW/FREIGHT DOOR MECHANISM OUT OF ADJUSTMENT.									

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6114		BRAERO HS7482A		ROTOL R2124304		BOLT	SHEARED PROPELLER HUB		3/26/93 CA930430414
(CAN) WHILE DISASSEMBLING A TIME EXPIRED PROPELLER FOR SHIPPING, ONE OF THE HUB TO HUB CENTER ATTACHMENT BOLTS WAS DISCOVERED TO HAVE A MISSING HEAD. THERE WAS NO INDICATION OF ENGINE FOD. THE SUBJECT BOLT WAS ONE OF A PAIR LOCATED IMMEDIATELY ADJACENT TO THE COUNTERWEIGHT PLUG.									
6114		BRAERO HS7482A		ROTOL R2124304	ROTOL	BOLT	FAILED PROPELLER HUB		3/26/93 CA930413406
(CAN) WHILE DISASSEMBLING A TIME EXPIRED PROPELLER FOR SHIPPING, ONE OF THE EIGHT HUB-TO-HUB CENTER ATTACHMENT BOLTS WAS FOUND TO HAVE A MISSING HEAD. THE NR 2 COMPRESSOR HAD NO FOD INDICATION. THE SUBJECT BOLT WAS ONE OF THE PAIR LOCATED IMMEDIATELY ADJACENT TO THE COUNTERWEIGHT PLUG.									
2720		CESSNA 150M				CABLE 040010750	WORN RUDDER	3382	2/24/93 CA930326702
(CAN) RT AND LT RUDDER CABLES FOUND FRAYED AND WORN AT AFT PULLEY, STA 187.0 AND ALSO AT FORWARD PULLEY, STA 21.0.									
3120		CESSNA 152				FUSE 0712031	CORRODED COCKPIT CLOCK	8385	3/23/93 CA930415513
(CAN) CLOCK UNUSABLE. INSPECTION FOUND FUSE AND DIODE ASSY BADLY CORRODED - WIRE BROKEN AND DIODE ALMOST CORRODED OFF. WIRE HAD SHORTED TO GROUND CAUSING MORE DAMAGE. A NUMBER OF OTHER COMPANY AIRCRAFT CHECKED AND FOUND WITH SIMILAR PROBLEM.									
5523		CESSNA 150L			CESSNA	RIVETS 04125272	WORKED TRIM TAB HORN		4/15/93 CA930430409
(CAN) CHERRY MAX RIVETS SECURING PLATE TO ELEVATOR TRIM TAB HAD WORKED AND WERE BEING PULLED OUT OF TAB. PLATE COULD BE LIFTED .0937 INCH OFF OF TAB.									
8530		CESSNA 152	LYC O235L2C			CYLINDER	CRACKED NR 4 CYLINDER	1506	4/8/93 CA930422211
(CAN) DURING COMPRESSION CHECK, AIR WAS HEARD LEAKING FROM NR 4 CYLINDER. FURTHER INVESTIGATION REVEALED A CRACK ON THE AFT SIDE OF THE CYLINDER RUNNING FROM THE TOP SPARK PLUG HOLE AROUND TO THE BOTTOM PLUG.									
2510		CESSNA 172M			CESSNA	PIN MS203922C11	WORN CREW SEATS	5278	4/20/93 CA930430412
(CAN) PINS AT BOTTOM OF PILOT AND COPILOT SEAT BACKS GETS WORN AS SEATS ARE ADJUSTED. A BELLCRANK RUBS ON THE PINS CAUSING THE WEAR. LT PIN WORN 50 PERCENT AND RT 80 PERCENT THROUGH. IF PIN BREAKS, SEAT COULD FALL BACK.									
3220		CESSNA 172P				FITTING 05430161	LOOSE NOSE GEAR LOWER	8117	3/29/93 CA930415517
(CAN) TWO BOLTS HOLDING FITTING LOOSE AND ALSO ALL THE RIVETS HOLDING FITTING WERE LOOSE OR SHEARED.									
3221		CESSNA 172Q				FITTING 95430131	CRACKED NLG FIREWALL	2124	3/23/93 CA930415503
(CAN) AFTER CHECKING RIVET SHEAR AS NOTED IN FEEDBACK 4/92, FITTING FOUND CRACKED. CRACK 1.50 INCHES LONG.									
5753		CESSNA 172M				ROLLER ASSY 0523920	CRACKED FLAPS		3/12/93 CA930323105
(CAN) ROLLER BEARING ASSY OF BOTH FLAPS AT OUTBOARD REAR POSITION FOUND CRACKED AXIALLY ACROSS ROLLER FACE. THIS PROBLEM WAS DISCOVERED WHEN A SLIGHT GRINDING NOISE WAS HEARD DURING GROUND OPERATION. ONE ROLLER WAS PARTIALLY SEIZED. ONE OTHER AIRCRAFT, A 172, HAD BEGINNINGS OF SIMILAR PROBLEM. ACFT TT: 8,607 HOURS.									
7414		CESSNA 172M	LYC O320E2D		SLICK 4271	COIL M3525	FAILED MAGNETO	1070	4/12/93 CA930429202
(CAN) LEFT MAGNETO FOUND FAILED DURING GROUND RUN. COIL HAD FAILED.									

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7810		CESSNA 172	LYC O320E2D			RISER 17540081	BROKEN EXHAUST NR 2	5703	3/26/93 CA930407211
(CAN) WHILE DOING TOUCH AND GOES, PILOT HEARD LOUD ABNORMAL NOISE FROM ENGINE. AIRCRAFT LANDED. NR 2 EXHAUST RISER FOUND BROKEN.									
7930		CESSNA 172M				OIL LINE 050011896	WORN FIREWALL	4057	3/23/93 CA930406301
(CAN) OIL PRESSURE LINE FOUND WORN TO LEAKING POINT BY CHAFING ON CABIN HEAT AND CARBURETOR HEAT CABLE AT FIREWALL. THREE OTHER SIMILAR AIRCRAFT CHECKED AND CLEARANCE OK. A USED PART WAS ORDERED AND FOUND WORN IN SAME AREA.									
2730		CESSNA A185F				CABLE 051010525	CHAFED ELEVATOR LOWER	2578	4/17/93 CA930426604
(CAN) LOWER ELEVATOR CONTROL CABLE FOUND BADLY CHAFED WITH BROKEN STRANDS. LOCATED AT BULKHEAD STA 140.00, AGAINST RUB STRIP P/N 0712201-2.									
2730		CESSNA A185F				CABLE 051010525	CHAFED ELEVATOR LOWER	3359	4/17/93 CA930426603
(CAN) LOWER ELEVATOR CONTROL CABLE FOUND BADLY CHAFED WITH BROKEN STRANDS. LOCATED AT BULKHEAD STA 140.00 AND AGAINST RUB STRIP P/N 0712201-2.									
2810		CESSNA A185F				FUEL CELL 12000654	DETERIORATED RT WING	6779	4/24/93 CA930430202
(CAN) FUEL NOTED SEEPING ALONG TRAILING EDGE OF RT WING. WHEN CELL TOPPED UP WITH FUEL, LEAK FROM UPPER AREA OF CELL. NOTHING OBVIOUS FOUND ON TANK AND AREA OF LEAK NOT IDENTIFIED BUT AGE AND DETERIORATION LIKELY KEY FACTOR.									
3242		CESSNA A185F				TORQUE PLATE B301072	CRACKED RT BRAKE	6740	3/15/93 CA930330207
(CAN) LOUD SQUEAKING NOISE HEARD FROM RT BRAKE. RT TORQUE PLATE FOUND CRACKED WHERE BRAKE CALIPER INSTALLED. TORQUE PLATE RUBBING AGAINST BRAKE DISC CAUSING NOISE. SUBMITTER NOTED THAT THIS PROBLEM HAD BEEN SEEN BEFORE. LUG THAT USUALLY CRACKS IS THE TOP ONE.									
3246		CESSNA A185E			FLUIDYNE	AXLE	BROKEN RT SKI		2/17/93 CA930326206
(CAN) ON LANDING, RT SKI STRUCK HARD PACKED SNOW AND SKI AXLE FRACTURED. RT LANDING GEAR SPRING ASSY COLLAPSED DAMAGING RIGHT WING TIP, FUSELAGE SKIN, AND LANDING GEAR SUPPORT STRUCTURE.									
3246		CESSNA U206F			MCAULY C1630040101	HUB D30259	BROKEN LT WHEEL		2/15/93 CA930322301
(CAN) LEFT SIDE WHEEL FAILED. OUTER FLANGE ATTACH BOLTS BROKE OUT OF INNER HUB ASSY. NO BOLTS FAILED. RT WHEEL SHOWED CRACKS AT BOLT HOLES OF INNER HUB. BOLT TORQUE AT UNDAMAGED RT WHEEL SHOWED OK. NOT POSSIBLE TO CHECK LT DAMAGED BOLTS.									
5751		CESSNA U206				HINGE ASSY 122005311	CRACKED AILERON	7736	3/29/93 CA930416409
(CAN) AILERON HINGES FOUND TO HAVE SMALL CRACKS IN RADIUS OF MOUNTING FLANGE. BOTH OUTBOARD LEFT AND RIGHT. ALSO, P/N'S 122005312, 1220052-11 AND -12.									
2750		CESSNA 208B				BRACKET 26221101	LOOSE FLAPS LT	289	2/28/93 CA930326703
(CAN) FLAPS FOUND LOOSE. BOTH FLAP BELLCRANKS - INBOARD, WERE LOOSE. THIS WAS APPARENTLY CAUSED BY ELONGATION OF HOLES IN UPPER ATTACH BRACKETS.									
2750		CESSNA 208B				BELLCRANK DDA000284	BROKEN FLAPS	5806	2/20/93 CA930316601
(CAN) FLAPS SELECTED AT 115 KNOTS. FLAPS RETRACTED WITH A SUDDEN DOWNWARD DROP OF AIRCRAFT AS IF IN STRONG DOWNDRAFT CONDITIONS. RT INBOARD BELLCRANK FOUND IN 2 PIECES.									

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2750		CESSNA 208B				FLAP	FAILED STOP SWITCH	3/30/93	CA930408202
(CAN) WHEN FLAPS LOWERED, BANG HEARD AND FLAPS BECAME INOPERATIVE. STANDBY FLAPS OK AND WHEN CB RESET, NORMAL FLAPS OK. INVEST FOUND FLAP ACTUATOR BOTTOMING OUT IN FLAPS DOWN POSITION AND THAT FLAPS WERE 4 TO 5 DEGREES SHORT OF FULL TRAVEL. RIGGING DID NO GOOD. DURING RIGGING, FLAPS OVERRAN UPSTOP SWITCH AND DAMAGED ACTUATOR. SUBMITTER SAYS MOST LIKELY CAUSE OF FLAP BOTTOMING IS IF FLAP OVERRAN DOWN SWITCH ON A "STANDBY FLAP TEST", WARPING ACTUATOR FLAP SUPPORT, THUS, ALTERING THE RIGGING SO THAT FLAPS BOTTOMED BEFORE MAKING LIMIT SWITCH IN NORMAL OPERATION. FULL FLAPS SELDOM USED.									
5753		CESSNA 208B				BRACKET 26221101	LOOSE FLAPS LT	1175	2/28/93 CA930322302
(CAN) FLAPS FOUND LOOSE. BOTH FLAP BELLCRANKS - INBOARD, WERE LOOSE. THIS WAS CAUSED BY ELONGATION OF HOLES IN THE UPPER ATTACH BRACKETS. ALSO, RT BRACKET P/N 26221102 HAD ELONGATED HOLES. PART TOTAL CYCLES, 1,762. ACFT: 7,239 HOURS.									
5551		CESSNA 210L	CONT IO520L		12324001	BOLT AN509416R13	SHEARED STABILIZER	2430	3/17/93 CA930318401
(CAN) STABILIZER ATTACH BRACKET FOUND HELD IN PLACE BY ONLY ONE OF 3 BOLTS REQUIRED. PIECES OF THE 2 OTHER BOLTS FOUND IN FUSELAGE INDICATING THAT THEY HAD SHEARED. THE STABILIZER WAS SEPARATED FROM THE FUSELAGE ATTACH BY AS MUCH AS .150 INCH. THIS EXCESS PLAY TRANSMITTED STRESS TO THE DOUBLER PLATE, P/N 12121271 AT STA 209. RIVETS HAD BEEN LOOSENEED.									
6122		CESSNA 210R		MCAULY D3A34C404		GOVERNOR 290D4FT4	WORN ARM PROP	1926	3/31/93 CA930505401
(CAN) THE ARM SECTION OF THE PROP GOVERNOR WHICH SLIDES INTO THE CONTROL ARM WEARS TO A POINT THAT THE PROP GOVERNOR CONTROL BECOMES EXCESSIVE AND WILL NOT TOUCH THE STOPS. IN SOME CASES, THE WEAR IS SUCH THAT FULL RPM CAN NOT BE REACHED.									
5210		CESSNA 401				BEARING AVO472	BROKEN CABIN DOOR	3/12/93	CA930413412
(CAN) EXCESSIVE PLAY WOULD NOT ALLOW DOOR TO LATCH PROPERLY. HANDLE, SHAFT BEARING BROKEN. ACFT TT: 1,645 HOURS.									
3010		CESSNA 404CESSNA			BFGOODRICH	DEICE BOOT	TORN WINGS	4/6/93	CA930422207
(CAN) INSTRUMENT REFERENCE LOSS IN IFR FLIGHT. VACUUM SYSTEM CHECKED. LARGE TEAR FOUND IN LEFT WING OUTBOARD DEICE BOOT AT OUTBOARD END. LEFT WING INBOARD ALSO HAD A SUBSTANTIAL LEAK. SMALL LEAKS FOUND IN OTHER BOOTS AS WELL.									
8550		CESSNA 404CESSNA	CONT GTSIO520M		632623A22	VALVE 642336	PITTED OIL PUMP	1612 16	3/18/93 CA930330209
(CAN) IN CRUISE, PILOT NOTED FALLING OIL PRESSURE AND RISING OIL TEMP FROM LT ENGINE. ENGINE SHUTDOWN BY PILOT. OIL PRESSURE RELIEF VALVE FOUND WITH VALVE FACE PITTED. NEW FULL FLOW OIL FILTER ALSO INSTALLED.									
2150		CESSNA 501				AIR CYCLE MACH 738384	FAILED CABIN AIR	12711	3/26/93 CA930413409
(CAN) AT FL 250, CAPTAIN NOTICED CABIN ALTITUDE WAS AT 3,500 FEET WITH LIMITED AIR FLOW INTO CABIN. WARMER CABIN WAS SELECTED AND CABIN ALTITUDE DECREASED TO 1,500 FEET. MAINTENANCE FOUND AIR CYCLE MACHINE HAD FAILED INTERNALLY. ACM WAS REPLACED. PART TC: 16,069.									
2913		CNDAIR CL2151A10				HYD PUMP 66WAL300	LEAKING OUTLET PORT	771	4/6/93 CA930422206
(CAN) LOSS OF HYDRAULICS IN-FLIGHT. EMERGENCY GEAR DOWN SELECTION USED TO LOWER GEAR. MAINTENANCE INSPECTION REVEALED DEFECTIVE "O" RING AT OUTLET PORT OF PUMP.									
3260		CNDAIR CL2151A10				SWITCH 1EN243R1	INOPERATIVE RT LDG DOWN SW	4/6/93	CA930416403
(CAN) ON SELECTING LANDING GEAR DOWN, RT LANDING INDICATED UP, GEAR RECYCLED INDICATION UNCHANGED. VISUAL CHECK CONFIRMED ALL LANDING DOWN AND LOCKED AND AIRCRAFT LANDED SAFELY. LANDING GEAR PINS INSTALLED AND AIRCRAFT TAXIED TO HANGAR. MICROSWITCH OF RT LANDING CHANGED.									

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2210		CNDAIR CL6001A11				SWITCH 6005098013	FAILED AUTOPILOT	4184	4/1/93 CA930407201
(CAN) DURING PRE-FLIGHT TEST OF AUTOPILOT SYSTEM, PILOT PUSHED TO RESET AUTOPILOT FAIL PBA. SWITCH DID NOT FULLY RESET. THIS CAUSED BOTH AUTOPILOT CIRCUIT BREAKERS TO TRIP. ALSO, THE CIRCUIT BREAKERS COULD NOT BE RESET UNTIL FAULT FOUND AND SWITCH CHANGED.									
2611		CNDAIR CL6002B19			KIDDE	SMOKE DETECTOR 473052	SHORTED CARGO AREA		12/5/92 CA930413414
(CAN) DURING TAXIING, A SMOKE WARNING WAS INDICATED. EMERGENCY PROCEDURES INITIATED AND TWO FIRE EXTINGUISHER BOTTLES ACTIVATED. AFTER SHUTDOWN, CARGO AREA WAS INSPECTED AND DID NOT INDICATE PRESENCE OF SMOKE OR FIRE. SMOKE AND FIRE DETECTORS AND FIRE EXTINGUISHER BOTTLES WERE REPLACED.									
2611		CNDAIR CL6002B19			KIDDE	SMOKE DETECTOR	INTERMITTENT CARGO BAY		1/7/93 CA930413415
(CAN) ON APPROACH, CARGO COMPARTMENT SMOKE WARNING WAS INDICATED MOMENTARILY. A SIMILAR WARNING WAS OBSERVED DURING A SUBSEQUENT LOADING OF BAGGAGE. WARNING CYCLED ON/OFF SEVERAL TIMES. NO FURTHER REPEATS WERE OBSERVED FOR REMAINDER OF THE DAY. A SIMILAR INCIDENT OCCURRED ON CHALLENGER AIRCRAFT 7004. FLEET IS BEING MONITORED FOR OTHER OCCURRENCE.									
2913		CURTIS C46*			VICKERS PF3271325ZE	PUMP PF3PF3271325ZE	FAILED PORT HYD PUMP		3/25/93 CA930325305
(CAN) ON APPROACH, LANDING GEAR SELECTED DOWN AND LOCKED. WHEN FULL FLAPS SELECTED, HYDRAULIC PRESSURE WENT TO ZERO PSI. LANDING GEAR HAND PUMPED TO UP POSITION AND BOTH HYDRAULIC VALVES TURNED OFF. THE HYDRAULIC TANK WAS FILLED AND THE GEAR WAS SELECTED DOWN AND VALVES WERE OPENED. GEAR EXTENDED AND LOCKED DOWN AND AIRCRAFT LANDED SAFELY. POST-INVESTIGATION REVEALED PORT HYDRAULIC PUMP HAD A RUPTURED DIAPHRAM AND A HYDRAULIC FEED LINE CONTAINED A BLOCKAGE. THE PORT NRV AND HYDRAULIC PUMP WERE REPLACED.									
2913		CURTIS C46*			VICKERS PF3271325ZE	HYD PUMP PF3PF3271325ZE	FAILED HYD SYS		3/18/93 CA930325304
(CAN) DURING TAKEOFF WITH LANDING GEAR SELECTED UP, HYDRAULIC PRESSURE INDICATED ZERO PSI. LANDING GEAR WOULD NOT RETRACT. LANDING GEAR LOWERED MANUALLY AND AIRCRAFT LANDED SAFELY. POST-LANDING MAINTENANCE INSPECTION, HYDRAULIC PUMP HAD SEPARATED. NEW PUMP INSTALLED.									
3211		CVAC 340CVAC			CVAC	TRUNNION FITTING 340851010911D	CRACKED NLG OUTBOARD		3/24/93 CA930413413
(CAN) A CRACK WAS DETECTED AT THE MLG OUTBOARD TRUNNION HOLE DURING INSPECTION PER AWD 70-12-01. THE FITTING WAS REPLACED IN ACCORDANCE WITH SB 57-3.									
3242		CVAC 340CVAC				TIE BOLT NAS14651	SHEARED MAIN WHEEL		4/2/93 CA930416406
(CAN) DURING PRE-FLIGHT INSPECTION, TIE BOLT OF MAIN WHEEL FOUND SHEARED. WHEEL REPLACED.									
3246		CVAC 340CVAC			LORAL 9540512	RIM BOLT 9540512	SHEARED WHEEL ASSY		3/15/93 CA930331401
(CAN) ON PRE-FLIGHT, MAINTENANCE FOUND TWO WHEEL RIM BOLTS WITH MISSING HEADS. ON DISASSEMBLY FOUND ANOTHER BOLT WITH HEAD PARTIALLY SHEARED. WHEEL ASSEMBLY REPLACED.									
3260		CVAC 340CVAC				SWITCH BZE7RNT1	INOPERATIVE RT LDG DWNLK		4/6/93 CA930415520
(CAN) ON LANDING GEAR DOWN SELECTION NO GREEN LIGHT, RT LANDING INDICATED UNLOCKED. AIRCRAFT LANDED SAFELY. INSPECTION OF LANDING REVEALED FAULTY LANDING DOWNLOCK MICROSWITCH.									
5531		CVAC 340CVAC				SPLICE FITTING 24023107129P	CORROSION UPPER FLANGE	54133	3/22/93 CA930331411
(CAN) CORROSION WAS FOUND DURING SSD 55-3-2 INSPECTION ON THE VERTICAL STAB FRONT SPAR SPLICE FITTING LT. TWO AREAS CONTAINED INTERGRANULAR CORROSION, ONE AREA MEASURED 1 INCH LONG BY 1.25 INCHES WIDE AND THE SECOND MEASURED ONE-HALF INCH LONG BY ONE-HALF INCH WIDE. ACFT TT: 57,621 HOURS.									

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3246		DHAV DHC3				BOLT C3US1563	BROKEN REAR A FRAME		3/29/93 CA930407301
(CAN) ON ROUGH LANDING, THE RIGHT SKI JAMMED AGAINST THE TIRE BRINGING THE AIRCRAFT TO AN ABRUPT STOP. THE REAR BOLT ON THE A-FRAME HAD FAILED CAUSING DAMAGE TO THE SKI TRIM UNIT.									
3246		DHAV DHC3				SWIVEL FITTING C3UF89	CRACKED FLOAT		3/13/93 CA930330101
(CAN) SWIVEL FITTING UPPER FRONT STRUT FOUND CRACKED ON FORWARD LUG.									
7322		DHAV DHC3	PWA R134059		STROMBERGXXX	CARBURETOR NAY9F1	FAILED ENGINE	22	2/23/93 CA930415504
(CAN) DURING ROUTINE PERIODIC INSPECTION OF THE ENGINE WITH BOOST ON, MIXTURE LEVER IN THE IDLE CUT-OFF POSITION, A LARGE AMOUNT OF FUEL WAS OBSERVED COMING FROM THE CARBURETOR INTAKE. THE CARBURETOR WAS REPLACED AND CHECKED SERVICEABLE AND THE AIRCRAFT RETURNED TO SERVICE.									
2562		DHAV DHC6200				ELT ELT10	ACTIVATED ON OFF SWITCH		3/18/93 CA930325301
(CAN) CALM AIR INFORMED ELT ACTIVE. BROKEN WIRE ON ON/OFF SWITCH AND PORTABLE ANTENNA INSULATION STRIP OMITTED ON INSTALLATION.									
2820		DHAV DHC6300	PWA PT6A27			TUBE ASSY C6PF11521	TWISTED 3 CELL INTERCONN		4/22/93 CA930428602
(CAN) ON INSPECTION TWO FUEL LINES ONE EACH SIDE COMING OUT OF 3 FUEL CELL FOUND TWISTED. LINE NOT HELD WHILE TIGHTENING NUT.									
3246		DHAV DHC6300	PWA PT6A27			WHEEL HALF 9543077	BROKEN OUTER		4/7/93 CA930430405
(CAN) TIRE DEFLATED DUE TO BROKEN WHEEL.									
5751		DHAV DHC6200				HINGE C6TEM101529	CORRODED LT ELEVATOR		3/9/93 CA930511107
(CAN) LT ELEVATOR OUTBOARD HINGE FITTING CORRODED BEYOND LIMITS.									
7320		DHAV DHC6100	PWA PT6A20			FCU ARM	ADJUSTMENT NR 1 POWER LEVER		5/3/93 CA930511102
(CAN) NR 1 POWER LEVER HANGS UP IN IDLE STOP POSITION AND JAMS IN REVERSE. FCU ARM ADJUSTED, FLIGHT IDLE SCREW ADJUSTED.									
7810		DHAV DHC6300				DUCT ASSY 3012290	CRACKED LT ENG EXH	4896	3/4/93 CA930426605
(CAN) DURING CRUISE, THE FOLLOWING ENGINE PARAMETERS WERE NOTICED LT T5 INCREASED, LT WF INCREASED, LT TORQUE LOWER THAN RIGHT WITH TORQUE SETTINGS MATCHED THE LT POWER LEVER WAS ONE INCH AHEAD OF THE RIGHT HAND POWER LEVER AND THE LT T5 AND WF WERE HIGHER THAN RT ENGINE. AFTER THE FLIGHT MAINTENANCE FOUND THE LT ENGINE EXHAUST DUCT WAS CRACKED AND BUCKLED AND APPEARED TO HAVE SOME PIECES MISSING. THE LT ENGINE POWER SECTION WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. PART TC: 3,825.									
2760		DHAV DHC7*				ROD END BEARING DSC65	FAILED LH ROLL SPOILER		2/22/93 CA930416407
(CAN) LEFT OUTER ROLL SPOILER ACTUATOR PUSH ROD END BEARING FAILED. OUTER RACE STRETCHED THEN BROKE. SB 7-27-65 PROVIDED REPLACEMENT FOR BETTER BEARING.									
3230		DHAV DHC7102	PWA PT6A20		MENASCO 157205	LOCK STRUT 157097	BROKEN UPPER LOCK STRUT		3/21/93 CA930331417
(CAN) ON TAXI, THE LT MAIN GEAR PARTIALLY COLLAPSED. LT MLG UPPER LOCK STRUT HAD BROKEN IMMEDIATELY ABOVE THE BUNGEE SPRING ATTACHMENT POINT. THE STRUT CAME TO REST AGAINST THE SHOCK STRUT PREVENTING THE GEAR FROM COLLAPSING COMPLETELY. UPPER LOCK STRUT FRACTURED DUE TO TENSION OVERLOAD CAUSED BY GEAR EXTENSION AT HIGHER THAN RECOMMENDED SPEEDS OR IF LOCK RELEASE IS NOT PROPERLY BLED ON REMOVAL OR REPLACEMENT OR IF EXCESSIVE WEAR IS PRESENT IN THE STAY ACTUATOR JOINTS. ASB A7-32-100 AND AD CF-93-11 RELEASED.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2133		DHAV DHC8101	PWA PW120A		AIRESRCH 10306814	VALVE OUTFLOW 10306814	STICKING CABIN PRESS		3/25/93 CA930511115
(CAN) CABIN PRESSURE FAILED ON DESCENT. UNABLE TO CONTROL IN MANUAL OR CABIN SETTING.									
2422		DHAV DHC8102				INVERTER DH103024600CSTY	BURNT AC SYS		4/27/93 CA930511124
(CAN) SEC INVERTER FAILED WITH CIRCUIT BREAKER F-9 ON A RIGHT ESSENTIAL BUSS TRIPPED WITH A STRONG ELECTRICAL SMELL.									
2430		DHAV DHC8*				WIRE	BURNT TRU GROUND		3/18/93 CA930413402
(CAN) INPUT GROUND WIRE OF PIN D OF THE TRU FOUND WITH THE INSULATION BURNED OFF. THIRD OCCURRENCE, LOSS OF A SUPPLY PHASE TO TRU. BLOWN CURRENT LIMITER LOSS OF A PHASE CAUSES REMAINING TWO PHASES TO OVERDRAW TO COMPENSATE FOR LOAD. GROUND WIRE NOT INTENDED TO CARRY THIS LOAD. CF-93-31 - FIREWALL DC TERMINAL BLOCK.									
2430		DHAV DHC8102				WIRE 243110136C14B1	BURNT NOSE		3/14/93 CA930330107
(CAN) LEFT TRU US AND LOW VOLTAGE IND ON B-PHASE LT SIDE ONLY STALL WARNING. ALSO US B-PHASE CIRCUIT BREAKER TRIPPED. RESET ONCE, TRIPPED AGAIN. REPLACED FUSE FQ FOUND BURNT. FOUND BRUSH BLOCK MELTED. REPLACED WIRES FROM TRU AT STN X97, Z112, Y15 TRU WIRES 2431-10136C14B-1 AND 2431-10135C14A-1 APPEAR TO HAVE COME IN CONTACT WITH AIRFRAME STRUCTURE IN VICINITY OF TRU.									
2430		DHAV DHC8311				CABLE ASSY 82455018001	ARCED NR 2 START/GEN		3/29/93 CA930511121
(CAN) NR 2 STARTER GENERATOR CABLE LUG ARCING AT FIREWALL TERMINAL BLOCK. REPLACED CABLE AND HARDWARE.									
2440		DHAV DHC8301				HOUSING 80080104101A	CRACKED EXT PWR RECPT		2/25/93 CA930330208
(CAN) HEAVY CRACKING ON DC EXTERNAL POWER RECEPTACLE INTERNAL HOUSING ESPECIALLY AT WELDED EDGES AND CORNERS CONSISTENT WITH ABUSIVE HANDLING OF THE DC POWER PLUG.									
2740		DHAV DHC8102				HANDWHEEL 77610271101	WORN ELEV TRIM		4/2/93 CA930430402
(CAN) CLIMB TO CRUISE CREW BEGAN TO TRIM NOSE DOWN FOR LEVEL FLIGHT WHEN TRIM WHEEL JAMMED. LT A-TRIM INDICATOR JAMMED DUE TO WORN SPIRAL GROOVES.									
2750		DHAV DHC8102				FLEX CABLE 745581A	SHEARED FLAP DRIVE		3/29/93 CA930416603
(CAN) FLAP DRIVE CAUTION LIGHT CAME ON AFTER LANDING. FLAP RETRACTED TO 5 DEGREES. LIGHT FLICKERED THEN STAYED ON.									
2760		DHAV DHC8102	PWA PW120A			VALVE CONTROL 697305	INTERMITTENT LT SPOILER		3/5/93 CA930511111
(CAN) LT OUTBOARD GROUND SPOILER WOULD NOT RETRACT ON TAKEOFF CONFIRMED UP.									
2760		DHAV DHC8102	PWA PW120A			SEAL	DETERIORATED NR 1 SPOILER		3/8/93 CA930511110
(CAN) NR 1 GROUND SPOILER FAILED TO RETRACT DURING THE TAKEOFF ROLL, TAKEOFF WARNING HORN.									
2760		DHAV DHC8102				VALVE 697305	INTERMITTENT NR 2 SPOILER		3/16/93 CA930511104
(CAN) AS POWER ADVANCED FOR TAKEOFF, GROUND SPOILER CAUTION LIGHT ON.									

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2910		DHAV DHC8102	PWA PW120A			TUBE 82920010209	CRACKED NR 2 HYD		4/21/93 CA930430413
(CAN) NR 2 ENGINE HYDRAULIC PRESSURE LIGHT ON FOR APPROXIMATELY 30 SECONDS WHEN GEAR SELECTED DOWN. ON TAXI TO RAMP, NOSE WHEEL STEERING, NR 2 ENGINE HYDRAULIC PUMP AND NOSE WHEEL STEERING CAUTION LIGHTS ON. NR 2 HYDRAULIC QUANTITY DROPPED TO ZERO.									
2910		DHAV DHC8102	PWA PW120A			LINE 82940010159	BROKEN HYD SYS		3/23/93 CA930330106
(CAN) PRESSURE LINE BROKEN AT FLARE DOWNSTREAM OF POWER TRANSFER UNIT CHECK VALVE.									
2910		DHAV DHC8102	PWA PW120A			LINE	LOOSE EDP		3/24/93 CA930511106
(CAN) HYDRAULIC LEAK NR 2 SIDE ARMPIT AND NR 2 NACELLE. PTU AND EDP LINES LOOSE.									
2913		DHAV DHC8102	PWA PW120A			PUMP 570347	FAILED NR 1		3/23/93 CA930330105
(CAN) NR 1 HYDRAULIC FLUID HOT, THEN PUMP FAILED. FOUND METAL IN CASE DRAIN FILTER AND PUMP REPLACED.									
3220		DHAV DHC8102	PWA PW120A			NOSE GEAR 8800125	ICED UP NLG BAY		4/1/93 CA930430401
(CAN) NOSE GEAR EXTENDED ONLY AFTER SEVERAL ATTEMPTS. SEVERAL PIECES OF ICE 3 INCHES IN DIAMETER FELL FROM NOSE WHEEL BAY ON THE GROUND.									
3230		DHAV DHC8102			RONSON 54C546347	VALVE 804	LEAKING NLG		3/2/93 CA930331406
(CAN) LOUD NOISE IN NOSE WHEEL WELL AND LOSS OF HYDRAULIC FLUID FROM NR 2 SYSTEM. TWO SCREWS ON SOLENOID VALVE SHEARED.									
3231		DHAV DHC8102				LOCK 83231031103	BROKEN MLG DOOR PIN		3/16/93 CA930331405
(CAN) PILOT REPORTED MLG DOOR PROBLEM. LEFT FORWARD MLG DOOR DID NOT CLOSE. PIN BACKED OUT DUE TO BROKEN LOCK.									
3240		DHAV DHC8311	PWA PW123			LINE 82970010267	LEAKING BRAKE LINE		4/28/93 CA930511109
(CAN) HYDRAULIC FLUID DRIPPING FROM NR 2 ENGINE AREA.									
3242		DHAV DHC8102	PWA PW120A		BFGOODRICH 214663	RIVET 78132	SHEARED BRAKE	1753	11/16/92 CA930510401
(CAN) BRAKE LOCKED - ALL SIX WEAR PLATES LOOSE - RIVETS SHEARED. MFG SB NR 466 DOUBLES NUMBER OF RIVETS.									
3310		DHAV DHC8301				CIRCUIT BREAKER 3TC1225	SHORTED COCKPIT		4/12/93 CA930422201
(CAN) FLIGHT CREW NOTICED AN ELECTRICAL BURNING SMELL IN COCKPIT. CREW RETURNED TO YVR. LT FLARE LIGHT CIRCUIT BREAKER BURNED (MELTED).									
3610		DHAV DHC8311	PWA PW123		PWA	VALVE 310840401	FAULTY HP BLEED	4566	4/27/93 CA930510101
(CAN) SEVERE TORQUE SURGE THROUGH 60 PERCENT. TORQUE DIFFICULT TO CONTROL SMOOTHLY. HIGH PRESSURE BLEED-OFF VALVE REPLACED. PART TC: 6,486.									

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5310		DHAV DHC8301	PWA PW123			STRUCTURE	CORROSION FRAMES & STR	3/29/93	CA930408201
(CAN) DURING ZONAL INSPECTION OF THE FUSELAGE INTERIOR WITH INTERIOR TRIM AND INSULATION REMOVED, MAINT NOTED CORROSION AT FRAMES, STRINGERS, AND WINDOW FRAMES IN VARIOUS LOCATIONS. ALSO, AT THE CORROSION LOCATIONS, INSULATION WAS FOUND WET WITH MOISTURE. FURTHER EVALUATION SHOWED INSULATION BLANKET MATERIAL ELECTRICALLY CONDUCTIVE DRY, WHICH COULD INDUCE GALVANIC CORROSION WHEN MOIST AND IN CONTACT WITH STRUCTURE. ALSO, PITTING CORROSION FOUND AT 10 WINDOW FRAMES LT SIDE OF FUSELAGE. THIS CORROSION SEEMS TO BE CONSISTENT WITH EROSION OF PRIMER COATING DUE TO ELECTRICAL ARCING. ACFT TT: 10,901.									
5400		DHAV DHC8*	PWA PW120			SHROUD 85410025	CRACKED EXHAUST	3/13/93	CA930413416
(CAN) MANY EXHAUST SHROUDS REMOVED DUE TO OVERHEAT AND CRACKING. SHROUDS AND NACELLE SUB-STRUCTURE SHOW SIGNS OF THERMAL STRESS AND DISTORTION. TITANIUM FLOATING HEATSHIELDS HAVE DEPARTED WHILE AIRBORNE.									
5400		DHAV DHC8301	PWA PW123			SKIN 85410025051	CRACKED EXHAUST SHROUD	417 4/26/93	CA930510402
(CAN) RIGHT SIDE EXHAUST SHROUD SKIN MISSING. CRACKED 4 TO 6 O'CLOCK POSITION. AIRCRAFT TT: 16,120 HOURS.									
5400		DHAV DHC8301	PWA PW123			SKIN 85410025051	CRACKED EXH SHROUD	4/27/93	CA930510404
(CAN) EXHAUST SHROUD CRACKED 1.25 INCH RT SIDE AT THE 10 O'CLOCK POSITION IN SKIN.									
5540		DHAV DHC8301	PWA PW123			RUDDER 85540001003	CRACKED TOP FORE RUDDER	3/3/93	CA930330202
(CAN) SERIES OF CRACKS IN THE FORE RUDDER UPPER RT SKIN AREA AT BOTH ENDS OF THE FIRST STRINGER BELOW THE UPPER CLOSURE RIB. CRACK LENGTH 5.250 INCHES WITH VARIOUS BRANCH CRACKS. ACFT TT" 12,711 HOURS.									
5610		DHAV DHC8102	PWA PW120A			WINDSHIELD 07803	CRACKED COCKPIT	4/7/93	CA930511118
(CAN) FIRST OFFICER'S WINDSCREEN SHATTERED AT 25,000 FEET, MINUS 40 DEGREES CELSIUS OUTSIDE LAYER.									
5610		DHAV DHC8301				NUT PLATE 85310366008	CORRODED WINDOW	3/23/93	CA930331416
(CAN) ON REPLACEMENT OF BROKEN NUT PLATES, FOUND HEAVY CORROSION AROUND NUTS AND RETAINERS HEAVIEST AT TOP AND BOTTOM OF WINDOW. TWO FAILED SB 8-56-4 NOT COMPLIED WITH. ACFT TT: 16,745 HOURS.									
5720		DHAV DHC8102				CHANNEL 85740173108	BROKEN AIL TRIM ACT	3/16/93	CA930415515
(CAN) AILERON TRIM ACTUATOR ATTACH CHANNEL BROKEN ON LONGITUDINAL AXIS.									
6114		DHAV DHC8102		HAMSTD 14SF7	HAMSTD SFA13M10A	BEARING HOLDER 7823071	BROKEN PROP BLADE	8841 3/16/93	CA930415516
(CAN) DURING REPAIR FOR A PROPELLER BLADE LEAK, BLADE BEARING HOLDER WAS FOUND BROKEN IN TWO PIECES. PART TC: 11,114.									
7210		DHAV DHC8301	PWA PW123		PWA	GEARBOX	MAKING METAL NR 2 ENG RED	1680 3/12/93	CA930513101
(CAN) NR 2 ENGINE REDUCTION GEARBOX DETECTOR FLAGGED. CHIP DETECTOR INSPECTED, UNSERVICEABLE. SUBMITTER STATED TOO MUCH METAL. NR 2 ENGINE REPLACED.									
7250		DHAV DHC8102	PWA PW120A			PT BLADE 311260201	SHIFTED ENG PT 1ST STG	2508 4/9/93	CA930430406
(CAN) A HIGH FREQUENCY VIBRATION WAS HEARD AND FELT IN THE ENGINE CONTROLS WHEN ENGINE AT IDLE AS PROPELLER PASSED 400 TO 600 RPM. BORESCOPE OF ENGINE REVEALED 1ST STAGE PT BLADES HAD SHIFTED. ENGINE WAS REPLACED. PART TC: 3,490.									

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7321		DHAV DHC8301	PWA PW123			ECU	FAULTY NR 1 ENGINE		2/2/93 CA930316701
(CAN) NR 1 ENGINE WENT OVER 100 UNITS OF TORQUE ON START AND PROPELLER FEATHERED. ELECTRONIC CONTROL UNIT CHANGED UPON DIRECTION FROM PRATT & WHITNEY CANADA.									
7322		DHAV DHC8301	PWA PW123			MFCU BEARING 3038206A	FAILED NR 1 ENGINE	4468	4/12/93 CA930423702
(CAN) SHORTLY AFTER TAKEOFF, PILOT NOTICED NR 1 ENGINE PARAMETERS OSCILLATING WHEN CROSS 3,000 FEET. THIS WAS MOMENTARY AND ALL PARAMETERS RETURNED TO NORMAL. PILOT ELECTED TO RETURN TO BASE. FAULT COULD NOT BE DUPLICATED ON GROUND AND AIRCRAFT WAS RELEASED FOR SERVICE. APPROX 30 MINUTES INTO THE SECOND FLIGHT AT FL 210 WHILE REDUCING THE PROP SPEED TO 900 RPM, THE NR 1 ENGINE TORQUE DECREASED TO ZERO, FUEL FLOW TO 250 PPH AND ITT STABILIZED AT 600 DEGREES CELSIUS. CONDITION PERSISTED SO ENGINE WAS NOT SHUTDOWN. AIRCRAFT LANDED. INSP REVEALED MAIN FUEL CONTROL UNIT (MFCU) BEARING FAILURE. MFCU REPLACED AND AIRCRAFT RETURNED TO SERVICE. PART TC: 4,001.									
7332		DHAV DHC8102	PWA PW120A			SWITCH 861295	LEAKING NR 1 ENG		3/10/93 CA930511119
(CAN) FUEL LEAK, NR 1 ENGINE LOW FUEL PRESSURE SWITCH.									
7712		DHAV DHC8301	PWA PW123			TORQUE SENSOR 311090801	FAULTY NR 1 ENGINE		3/27/93 CA930422203
(CAN) AFTER TAKEOFF THROUGH 300 FEET, NR 1 ENGINE EXPERIENCED AN UNCOMMANDED AUTOFEATHER. CREW RETARDED POWER LEVERS AND PROCEEDED WITH SHUTDOWN CHECK AND LANDED WITHOUT FURTHER INCIDENT. FLIGHT DATA RECORDER CONFIRMED AUTOFEATHER AND ENGINE REMAINED AT OVERTORQUE (135 PERCENT) FOR 20 SECONDS, ALSO NR 2 ENGINE FUEL UP-TRIMMED 3 SECONDS BEFORE AUTOFEATHER, INDICATING POSSIBLE TORQUE PROBE AND/OR TSCU FAULT. TORQUE SENSOR REPLACED AND AIRCRAFT TEST FLOWN SERVICEABLE. AIRCRAFT RETURNED TO SERVICE.									
7712		DHAV DHC8301	PWA PW123			TSCU 30005000034	FAULTY NR 1 ENGINE		3/27/93 CA930429704
(CAN) AFTER TAKEOFF THROUGH 300 FEET, NR 1 ENGINE AUTOFEATHERED. CREW RETARDED POWER LEVERS AND PROCEEDED WITH SHUT DOWN CHECK. LANDED WITHOUT FURTHER INCIDENT. FLIGHT DATA RECORDER CONFIRMED AUTOFEATHER AND ENGINE REMAINED AT OVERTORQUE (135 PERCENT) FOR 20 SECONDS BEFORE AUTOFEATHER, ALSO, NR 2 ENGINE FUEL UP TRIMMED 3 SECONDS BEFORE AUTOFEATHER INDICATING POSSIBLE TORQUE PROBE AND/OR TORQUE SENSOR CONDITIONING UNIT (TSCU) FAULT. TSCU REPLACED AND AIRCRAFT TEST FLOWN SERVICEABLE AND RETURNED TO SERVICE.									
3213		DOUG DC3		DOUG		UPPER TRUSS 5141775	FAILED RT MLG		3/4/93 CA930326208
(CAN) THE UPPER TRUSS OF THE RIGHT HAND MAIN LANDING GEAR FAILED WHEN THE LANDING GEAR CAME IN CONTACT WITH A HARD SNOW DRIFT. THE AIRCRAFT SETTLED ON ITS RIGHT WING TIP. FURTHER DAMAGED OCCURRED TO THE SKI, ENGINE, PROP, AND RT WING.									
2760		DOUG DC873F				SPOILER CONTROL 420531A	FAILED DRAG SYS		3/8/93 CA930503508
(CAN) SPOILER DID NOT DEPLOY IN EITHER MANUAL OR AUTO SELECTION. INVESTIGATION REVEALED GROUND SPOILER ACTUATOR PARTLY EXTENDED. AUTO GROUND SPOILER MANUALLY RETRACTED AND ANTI-SKID CONTROL BOX CHANGED. OPERATIONALLY CHECKED SERVICEABLE.									
2133		DOUG DC932	PWA JT8D7A			VALVE DOOR SEAT 5655853	CRACKED OUTFLOW VALVE		1/12/93 CA930318507
(CAN) DURING AIRCRAFT INSPECTION, A HAIR LINE CRACK WAS FOUND ON THE OUTFLOW VALVE DOOR SEAT AREA. BUTTERFLY VALVE SEAT ASSEMBLY REPLACED.									
2530		DOUG DC932	PWA JT8D7A			ELECT RECEPTACLE CA167072	SHORTED GALLEY		2/10/93 CA930415508
(CAN) BURNING SMELL NOTED IN GALLEY. INSPECTION REVEALED OVEN POSITIONS NR 15, NR 17 AND NR 18 RECEPTACLES BURNED. THE THREE RECEPTACLES AND ASSOCIATED WIRING CHANGED AT NR 15 OVEN POSITION.									

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2760		DOUG DC932	PWA JT8D7A			SPOILER	SEIZED RT/LT WINGS		3/11/93 CA930503512
(CAN) ON LANDING, ONLY LEFT HAND SPOILERS DEPLOYED. BOTH WINGS WERE SEVERELY ICED ON UPPER SURFACES. WINGS DE-ICED, SPOILERS AND OPERATING MECHANISMS CHECKED SERVICEABLE.									
2910		DOUG DC932	PWA JT8D7A			LINES 7912696518	BROKEN NLG WELL HYD		2/16/93 CA930415505
(CAN) ON DESCENT WHEN SLATS SELECTED DOWN, HYDRAULIC PRESSURE INDICATED ZERO PSI AND GEAR DOOR OPEN LIGHT ILLUMINATED. INVESTIGATION REVEALED TWO NLG STEERING HYDRAULIC LINES BROKEN. NEW LINES INSTALLED.									
3233		DOUG DC932	PWA JT8D7A			ACTUATOR 392080	LEAKING LT MLG 25505		2/21/93 CA930503509
(CAN) WHEN HYDRAULIC PUMPS WERE SELECTED TO ON, A LOUD NOISE WAS HEARD AND HYDRAULIC FLUID QUANTITY AND PRESSURE DECREASED. INVESTIGATION REVEALED LT MLG RETRACT ACTUATOR WAS LEAKING. THE LEAKING ACTUATOR WAS REPLACED. ALSO, AUXILIARY PUMP AND ALL RIGHT HYDRAULIC SYSTEM FILTERS WERE CHANGED.									
3530		DOUG DC932				OXY BOTTLE 795181	DEFECTIVE EMERG OXY		3/31/93 CA930503506
(CAN) EMERGENCY PORTABLE OXYGEN BOTTLE. WHEN MASK WAS CONNECTED TO THE BOTTLE REGULATOR AND VALVE OPENED, NO OXYGEN FLOW OCCURRED. INVESTIGATION REVEALED THAT THE BAYONET NIPPLE CONNECTOR WAS INCOMPATIBLE WITH OUTLET OF BOTTLE ASSEMBLY. AIRBUS OXYGEN BOTTLES ARE MODIFIED AS PER E.I. 35-30-117/351-35-1 TO BE INTERCHANGEABLE WITH AIR CANADA PORTABLE OXYGEN BOTTLES.									
7230		DOUG DC932	PWA JT8D7A		PWA	BEARING 739483	FAILED NR 1 ENGINE	25341	2/16/93 CA930503513
(CAN) NR 1 ENGINE OIL QUANTITY DECREASED GRADUALLY DURING FLIGHT TO ZERO ON FINAL APPROACH. ELEVEN LITERS OF OIL WERE ADDED TO ENGINE OIL SYSTEM. NR 1 ENGINE WAS REPLACED. TEAR DOWN REVEALED NR 3 BEARING FAILURE. PART TC: 15,534.									
8012		DOUG DC932	PWA JT8D7A			START VALVE 39279621	FAULTY NR 1 ENGINE		2/20/93 CA930415509
(CAN) NR 1 ENGINE START VALVE LIGHT ILLUMINATED IN-FLIGHT. AIRCRAFT LANDED, START VALVE REPLACED.									
8520		GULSTM 500B	LYC IO540E1A5		LYC	CAMSHAFT LOBE	CRACKED ENGINE	556	5/3/93 CA930503301
(CAN) ENGINE REMOVED FROM AIRCRAFT DUE TO METAL CONTAMINATION. UPON DISASSEMBLY, IT WAS NOTICED THROUGH INSPECTION THAT ALL LOBES ON THE CAMSHAFT WERE CRACKED AND SEVERELY WORN.									
5320		GULSTM GA7				DECK 7B105181	CRACKED STA 266 TO 284	8146	4/12/93 CA930415511
(CAN) DECK INSTALLATION FOR RUDDER PULLEY SUPPORT FOUND CRACKED. CRACK 3 INCHES LONG. BRACKET WHICH IS RIVETED TO DECK WAS PARTIALLY DETACHED. PUTTING PRESSURE ON RUDDER CABLE SHOWED SEPARATION BETWEEN BRACKET FOR PULLEY AND DECK INSTALLATION. ACFT TC: 11,093 HOURS.									
5753		LEAR 24D				ATTACH POINT 2325010239	CRACKED LT FLAP	4839	4/30/93 CA930511405
(CAN) LEFT FLAP ATTACH POINT FOUND CRACKED. PROBLEM RECTIFIED BY INSTALLING SSK972.									
7830		LEAR 25B	GE CJ6108			BUCKET 25057002012	CRACKED THRUST REVERSER	10451	4/30/93 CA930511411
(CAN) RT UPPER THRUST REVERSER BUCKET FOUND CRACKED. PART TC: 8,074.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/8/98 To 3/14/98 ISSUE: 98-11 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2750		MAULE M7235	LYC IO540W1A5		MAULE	SET SCREW	LOOSE FLAP HANDLE		4/26/93 CA930510414
(CAN) SET SCREW LOCATED IN FLAP HANDLE - RELEASE BUTTON CAME LOOSE AND ALLOWED THE BUTTON TO FALL OFF. FLAPS COULD NOT BE LOCKED IN POSITION FOR LANDING.									
3260		MAULE M7235	LYC IO540W1A5			SWITCH	OUT OF ADJUST FLOATS LT GEAR		4/26/93 CA930510413
(CAN) AIRCRAFT ON FLOATS. GEAR SELECTED DOWN, BUT NO LIGHT FOR LT GEAR AND GEAR PUMP LIGHT STAYED ON. MARKERS ON TOP OF FLOAT INDICATED GEAR DOWN OK. MICROSWITCH FOUND OUT OF ADJUSTMENT.									
7322		MTSBSI MU2B35	GARRTT TPE3316		WOODWARD	MAIN FUEL CONTRL 89356112	FAILED NR 1 ENGINE	1295	3/19/93 CA930323102
(CAN) WHILE REDUCING POWER ON APPROACH, THE LEFT ENGINE BEGAN TO RAPIDLY INCREASE TORQUE, TEMP, FUEL FLOW AND THE POWER LEVER BECAME INEFFECTIVE IN REDUCING POWER. ENGINE FUEL WAS SHUT OFF AND THE PROP FEATHERED AND A SINGLE ENGINE LANDING WAS CARRIED OUT. INSP FOUND THE FUEL CONTROL DEFECTIVE. THE FUEL CONTROL WAS REPLACED AND THE ENGINE GROUND RUN SERVICEABLE. THE AIRCRAFT RETURNED TO SERVICE.									
7712		MTSBSI MU2B35	GARRTT TPE3316251M		GARRTT 31017262	GEAR SHAFT SPUR 8968042	BROKEN TORQUE SENSOR	3956	3/11/93 CA930322101
(CAN) DURING DESCENT, AIRCRAFT YAWED TO THE LEFT, LOW TORQUE WAS NOTED ON NR 1 ENGINE AND THEN NR 1 ENGINE FLAMED OUT. THE ENGINE WAS SECURED AND A SINGLE ENGINE LANDING WAS CARRIED OUT. THE ENGINE WAS REMOVED FOR INVESTIGATION AND REPAIR. WHEN THE ENGINE GEARBOX WAS OPENED, FOUND THE TORQUE SENSOR HAD A BROKEN GEAR SHAFT. THE SHAFT WAS BROKEN IN THE MIDDLE ADJACENT TO THE WOODRUFF DRIVE KEY SLOT. THE SHAFT WAS RETAINED IN DRIVE GEAR AND CAUSED DAMAGE CONFINED TO THE TORQUE SENSOR.									
2740		PARTEN P68C				CABLE 68530211	BROKEN STABILATOR	783	2/22/93 CA930316602
(CAN) ONE WIRE FOUND BROKEN AT FORWARD PULLEY ON LT FRONT STABILATOR CABLE.									
7414		PIPER PA18A	LYC O290D2			SEAL	LEAKING MAGNETO RT	71	3/26/93 CA930413411
(CAN) OIL FOUND ON THROTTLE CONTROL CABLE. OIL LEAKING FROM RT MAGNETO BREAKER COVER. BREAKER HOUSING FOUND OIL CONTAMINATED. SEAL LEAKING ALLOWING OIL INTO HOUSING. NO ABNORMAL PROBLEMS NOTED ON MAG CHECK OR ENGINE POWER OUTPUT.									
2750		PIPER PA23250	LYC IO540C4B5		PIPER 1825402	HORN 1642400	CRACKED FLAP	3811	4/8/93 CA930428601
(CAN) AD 81-04-05R1 BEING CARRIED OUT ON FLAP HORN ASSY. CRACK FOUND IN WELD AREA AND ALSO DEEP PITTING. TAPPING WITH SCREW DRIVER COLLAPSED MATERIAL ON BOTH SIDE OF HORN. LIKELY CAUSED BY TRAPPED WATER.									
2810		PIPER PA28151	LYC O360A1A			TANK	LEAKING LT FUEL	5618	3/10/93 CA930318402
(CAN) LT FUEL TANK LEAKING AT ROUNDED CORNER FLANGE, IMMEDIATELY BELOW AFT FUEL OUTLET AND AFT OF QUICK DRAIN. FLANGE COVER WAS SEPARATED ABOUT 2 INCHES, WITH TANK SEALANT HOLDING FUEL IN. SUBMITTER STATED PROBLEM OCCURRED APPARENTLY AS A RESULT OF INTERGRANULAR CORROSION.									
3233		PIPER PA28R200				ACTUATOR 3579702	SEPARATED NLG	7570	3/23/93 CA930415514
(CAN) PILOT HEARD A BANGING NOISE FROM FRONT OF AIRCRAFT, THEN NOSE GEAR LIGHT WENT ON. PILOT LANDED. ACTUATOR FOUND SEPARATED FROM BEARING ASSY LEAVING BEARING BEHIND WITH BOLT AND REMAINED ATTACHED AT FORWARD END OF ACTUATOR. HYDRAULIC LINES OK. THIS INCIDENT SHOWS IMPORTANCE OF HAVING GOOD SPRINGS AT GEARS ALLOWING GEAR TO SWING DOWN AND LOCK ACCORDING TO SUBMITTER.									
2410		PIPER PA31350	LYC TIO540J2BD			BRACKET LW18759	BROKEN ALTERNATOR MOUNT		4/16/93 CA930422202
(CAN) DURING ROUTINE INSPECTION, THE ALTERNATOR IDLER BRACKET WAS FOUND BROKEN, NEAR INBOARD ATTACHMENT POINT.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

3/8/98 To 3/14/98 ISSUE: 98-11 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2434		PIPER PA31			PRESTOLITE ALU8421R	BEARING 902014	DESTROYED ALTERNATOR		3/18/93 CA930330204
(CAN) SLIP-RING END BEARING FOUND TOTALLY DESTROYED. THIS CAUSED A MECHANICAL FAILURE AND POWER LOSS. NOT MUCH LUBRICANT FOUND IN BEARING CAVITY. AD 76-02-07 APPLIES ONLY TO ALV SERIES ALTERNATORS.									
2820		PIPER PA31350			AEROQUIP	HOSE 41230006	LEAKING FUEL TO FIREWALL	8500	4/5/93 CA930415518
(CAN) FUEL HOSE FOUND LEAKING AT BEND RADIUS. HOSE DATE IS 6-83 AND HAS BEEN ALMOST 10 YEARS IN SERVICE. SUBMITTER SUGGESTED THIS HOSE SHOULD BE ADDED TO LIFE ITEM LIST OF TWO YEARS MAX. THIS HOSE IN MAIN FUEL FEED TO FIREWALL SHUT-OFF.									
3230		PIPER PA31350				WIRES	BROKEN LT LDG SWITCH	12662	3/18/93 CA930415519
(CAN) LANDING GEAR DID NOT EXTEND. RETRACTION ATTEMPTED AND DOORS WOULD NOT CLOSE. GEAR PUMPED DOWN. BROKEN WIRES FOUND ON LT MICROSWITCH AT TOP OF LT LEG. PARTICLES OF FROST ALSO FOUND UNDER WIRE BUNDLE. AT THE SAME TIME, THE GEAR HYDRAULIC ACTUATOR BEGAN TO LEAK AT SEAL DUE TO CHANGING TEMPERATURE. FROST UNDER SEAL.									
8520		PIPER PA31350	LYC TIO540J2BD			HYD TAPPET 72877	BROKEN NR 3 CYL EXHAUST	1565	4/5/93 CA930427503
(CAN) PILOT REPORTED VIBRATION ON RUDDER PEDALS AND 100 RPM MAG DROP AT 1,800 R.P.M. ON GROUND DIFFERENTIAL PRESSURE CHECK ON NR1 CYLINDER SHOWED "O" PRESSURE. NR 1 CYLINDER FOUND CRACKED. EXHAUST VALVE SEAT LOOSE DUE TO BROKEN TAPPET.									
8530		PIPER PA31350	LYC TIO540J2BD		LYC	INDUCTION SEALS 72711	DEFORMED NR 1/6 INTAKE	299	3/10/93 CA930322303
(CAN) NR 1 ENGINE WAS RUNNING ROUGH. MAINTENANCE FOUND THE NR 1 AND NR 6 CYLINDERS INDUCTION PIPE TUBE "O" RING SEALS WERE DEFORMED. THE SEALS BECAME OFFSET, TURBOCHARGER BOOST WAS DELIVERED.									
8530		PIPER PA31350	LYC TIO540J2BD		LYC	STUD 69679	SHEARED NR 3 CYLINDER		4/17/93 CA930510301
(CAN) NR 1 ENGINE BEGAN RUNNING ROUGH IN FLIGHT WITH DROP IN ENGINE PARAMETERS. ENGINE WAS SHUTDOWN AND AIRCRAFT LANDED. GROUND INSPECTION FOUND NR 3 CYLINDER HOLD-DOWN STUDS SHEARED AND A CRANKCASE THROUGH-BOLT BROKEN. CYLINDER HOLD-DOWN STUDS WERE REPLACED AND ENGINE GROUND RUN SERVICEABLE.									
2120		PIPER PA31T	PWA PT6A28		PIPER 4650400	HOSE 499006	DISCONNECTED PRESSURE BLKHD		8/1/92 CA930510409
(CAN) DEPRESSURIZATION IN-FLIGHT. AIR DISTRIBUTION DUCT DISCONNECTED AT FORWARD PRESSURE BULKHEAD. SECOND OCCURRENCE. ALL CLAMPS TENSIONS HAD BEEN VERIFIED AFTER FIRST OCCURRENCE.									
2730		PIPER PA31T2				BUNGEE 819482	WORN ELEV CABLE	4300	4/1/93 CA930510408
(CAN) UP ELEVATOR CABLE BUNGEE OUTER CASING WORN THROUGH BY WASHER INSIDE UNIT.									
3232		PIPER PA31T	PWA PT6A28		WIEBEL WTC21141	PISTON 757500	BROKEN LT INB DOOR		2/9/93 CA930510410
(CAN) IN CRUISE, LANDING GEAR TRANSITION RED LIGHT CAME ON. GEAR EXTENDED NORMALLY. LT INBOARD GEAR DOOR ACTUATOR SHAFT FOUND BROKEN NEAR GEAR DOOR ATTACH POINT.									
2430		PIPER PA421000	GARRTT TPE33114A		CUTLERHAM	CONTACTOR SM400D24	STUCK LT GEN	2682	10/22/92 CA930511406
(CAN) LEFT ENGINE CRANKING OVER WHEN GPU CONNECTED. LEFT GENERATOR CONTACTOR STUCK IN CLOSED POSITION. PART TC: 3,336.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7230		PIPER PA42	PWA PT6A41			BEARING B1802	SPALLING NR 2 ENG NR 1	2974	4/26/93 CA930511407
(CAN) AT FL 240, SLIGHT OIL SMELL AND SMOKE IN CABIN. WITHIN SECONDS, OIL PRESSURE FLUCTUATION AND MAJOR SMOKE IN CABIN. NR 2 ENGINE WAS SHUTDOWN AND AIRCRAFT LANDED. INITIAL INVESTIGATION REVEALED A MASSIVE AMOUNT OF METAL IN MAIN OIL FILTER, MINOR METAL IN THE FORWARD OIL SCREEN FILTER. NO ILLUMINATION OF CHIP DETECTOR LIGHT. 1/2 QUART OF OIL WITH METAL FLAKES. STRIP REPORT SHOWS SPALLING OF NR 1 BEARING OUTER RACE AND FRACTURE OF COMPRESSOR AIR SEAL ROTOR. SUBMITTER STATED CAUSE NOT DETERMINED. PART TC: 2,525.									
7320		STBROS SD360	PWA PT6A65R			P3 LINE 3033269	FRACTURED AT FUEL FILTER	13111 4632	4/5/93 CA930422214
(CAN) ON DESCENT, NR 1 ENGINE ROLLED BACK TO 41 PERCENT AND STABILIZED. CREW SHUTDOWN ENGINE AND LANDED WITH NO FURTHER PROBLEMS. MAINTENANCE FOUND NR 1 ENGINE P3 LINE FROM FUEL FILTER TO FUEL CONTROL UNIT CRACKED, CAUSING LOSS OF P3 AIR AND FCU REACTION. THE LINE WAS CRACKED AT THE FLARED END OF THE FUEL FILTER FITTING. LINE REPLACED AND AIRCRAFT GROUND RUN SSATISFACTORY AND AIRCRAFT RETURNED TO SERVICE. PART TC: 25,828.									
3230		SWRNGN SA226TC	GARRTT TPE33110UA			LINE 2781006495	CRACKED HYD LDG GEAR		4/23/93 CA930510302
(CAN) WHEN GEAR SELECTED UP, PILOT HEARD HISSING SOUND AND THEN A BURNING SMELL WAS NOTED AND SMOKE IN COCKPIT. AFTER 5 TO 10 SECONDS OF GEAR BEING SELECTED UP, BOTH HYD. LOW LIGHTS ON. RUPTURE FOUND IN NOSE LDG GEAR PRESSURE LINE LOCATED UNDER COCKPIT FLOOR. SMOKE LIKELY CAME FROM HYDRAULIC FLUID COMING IN CONTACT WITH ELECTRICAL COMPONENTS IN CONSOLE TO LEFT AND REAR OF PILOT'S SEAT.									
3246		SWRNGN SA226TC				BEARING 13600L	DETERIORATED LT INBD WHEEL		4/2/93 CA930415521
(CAN) AIRCRAFT LOST LT INBOARD WHEEL ASSY, P/N 3-1357-1. OUTBOARD BEARING HAD OVERHEATED. THREE CAUSES CONSIDERED. LACK OF LUBE OR BEARING FAILURE OR GREASE WASHED AWAY.									
7120		SWRNGN SA226TC	GARRTT TPE33110UA			TRUSS 2762010001	SEPARATED ENGINE MOUNT		4/13/93 CA930426304
(CAN) SECTION AROUND WELD OF AFT LT 'A' FRAME ON SUPPORT ASSY FOUND CRACKED AND SEPARATED.									
7500		SWRNGN SA226T				LINE 2762030011	BROKEN BLEED AIR	3180	4/6/93 CA930426303
(CAN) PILOT REPORTED AFTER TAKEOFF THAT ITT WENT VERY HIGH AND TORQUE DROPPED 500 POUNDS. PART TC: 2,332.									
7603		SWRNGN SA226TC	GARRTT TPE33110UA			CABLE C8102413	BROKEN POWER LEVER		3/17/93 CA930415512
(CAN) JUST AFTER LANDING, THE PILOT USED THE POWER LEVER TO REVERSE PROP BLADE ANGLE TO SLOW AIRCRAFT. THE POWER LEVER BROKE JUST AFTER THAT ACTION. POWER LEVER CABLE FOUND BROKEN SIX INCHES BEFORE PEDESTAL ATTACHMENT.									

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**3/8/98 To 3/14/98 ISSUE: 98-11 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	CA	0	74	45	0	30	4	38	9	200
	GL 17	0	0	0	0	0	0	0	1	1
	SW 11	0	0	0	0	0	0	0	1	1
	SW 17	0	0	1	0	0	0	0	0	1
ABXA	GL 23	0	0	1	0	22	0	0	0	23
ANCF	SO 23	0	1	0	0	0	0	0	0	1
BN4R	WP 05	0	0	0	0	0	1	0	0	1
CALA	SW 09	0	3	5	0	26	0	1	0	35
CKSA	GL 23	0	0	1	0	0	0	0	0	1
COMA	SO 01	0	0	5	0	9	0	1	0	15
D99A	NE 05	0	0	0	0	0	0	1	0	1
DALA	SO 27	0	1	7	0	12	0	1	0	21
DKAA	GL 23	0	0	1	0	0	0	0	0	1
DXTA	GL 07	0	0	1	0	0	0	0	0	1
EE4Y	SO 23	0	0	0	0	1	0	0	0	1
EY2R	GL 03	0	0	0	0	0	2	0	0	2
FDEA	SO 25	0	4	1	0	15	0	2	0	22
GJPY	WP 33	0	0	0	0	0	0	1	0	1
GK4Y	WP 03	0	0	1	0	0	0	1	0	2
IPXA	SO 01	0	2	0	0	41	0	0	0	43
IXXA	GL 23	0	1	0	0	10	0	0	0	11
K3HA	EA 25	0	0	8	0	0	0	0	0	8
MALA	GL 15	0	0	12	0	0	0	1	0	13
MWEA	GL 31	0	4	3	0	26	0	0	0	33
MZZA	WP 13	0	1	0	0	13	0	0	0	14
NWAA	GL 01	0	5	15	0	24	0	7	0	51

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
PNSA	AL 03	0	1	6	0	0	1	1	1	10
QXEA	NM 09	0	2	7	0	85	0	0	0	94
RAAA	AL 03	0	0	6	0	0	0	0	0	6
RAIA	CE 03	0	0	0	0	0	0	1	0	1
REXA	SO 25	0	0	0	0	0	0	1	0	1
RRXA	WP 15	0	1	1	0	0	0	1	0	3
SCNA	GL 15	0	1	0	0	0	0	0	0	1
SI3R	NE 03	0	0	0	0	0	0	1	0	1
SIMA	SW 21	0	0	0	0	0	0	1	0	1
SWAA	SW 07	0	5	2	0	15	0	0	0	22
T4CA	SO 17	0	0	0	0	0	0	0	1	1
TAOA	EA 15	0	0	1	0	0	0	0	0	1
TC8A	GL 23	0	2	0	0	0	0	0	0	2
TSAA	WP 13	0	0	0	0	2	0	1	0	3
TWAA	CE 05	0	0	2	0	1	0	0	1	4
UALA	WP 29	0	3	11	1	3	0	0	0	18
USAA	EA 19	0	2	14	0	2	0	1	1	20
UU2R	GL 03	0	0	0	0	0	0	1	0	1
VJ6A	SO 11	0	2	1	0	3	0	0	0	6
VNAA	GL 07	0	2	3	0	0	0	0	0	5
VTZA	EA 27	0	0	0	0	0	0	2	0	2
WTAA	WP 17	0	0	0	0	0	0	5	0	5
WWMA	WP 15	0	1	3	0	0	0	1	0	5
ZZDA	SO 11	0	0	2	0	0	0	0	0	2
TOTALS		0	118	166	1	340	8	71	15	719

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**3/8/98 To 3/14/98 ISSUE: 98-11 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	1	0	0	0	0	8	0	9
AEROSP	ATR42300	0	1	0	0	1	0	1	0	3
AIRBUS	A300F4605R	0	0	0	0	0	0	1	0	1
AIRBUS	A310203	0	1	0	0	0	0	0	0	1
AIRBUS	A320211	0	2	4	0	2	0	0	0	8
AMD	FALCON20	0	0	1	0	0	0	0	0	1
AMD	FALCON20	0	1	0	0	0	0	0	0	1
AMD	FALCOND	0	0	1	0	0	0	0	0	1
BAC	AVRO146RJ85A	0	0	1	0	0	0	0	0	1
BAG	BAE146200A	0	6	2	0	0	0	0	0	8
BAG	JETSTM3101	0	0	0	0	0	0	5	0	5
BAG	JETSTM3201	0	0	0	0	0	0	3	0	3
BAG	JETSTM3212	0	3	0	0	1	0	0	0	4
BEECH	1900C	0	0	0	0	0	0	0	1	1
BEECH	1900D	0	0	0	0	0	2	0	0	2
BEECH	200CBEECH	0	0	0	0	0	0	1	0	1
BEECH	65B80	0	0	0	0	0	0	0	1	1
BEECH	95B55	0	0	0	0	0	0	0	1	1
BEECH	99	0	0	0	0	0	0	1	0	1
BEECH	A100	0	0	2	0	0	0	0	0	2
BEECH	B100	0	0	0	0	0	0	1	0	1
BEECH	B200	0	0	0	0	1	0	0	0	1
BOEING	727100	0	1	0	0	0	0	0	0	1
BOEING	727217	0	0	1	0	0	0	0	0	1
BOEING	72721C	0	0	0	0	1	0	0	0	1
BOEING	72722	0	0	1	0	0	0	0	0	1
BOEING	727222	0	1	6	0	0	0	0	0	7

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727224	0	0	1	0	2	0	1	0	4
BOEING	727225	0	0	9	0	0	0	0	0	9
BOEING	727227	0	0	0	0	5	0	0	0	5
BOEING	72722C	0	0	4	0	4	0	0	0	8
BOEING	727231	0	0	0	0	0	0	0	1	1
BOEING	727232	0	0	2	0	9	0	0	0	11
BOEING	727233	0	1	0	0	1	0	0	0	2
BOEING	727235	0	0	0	0	0	0	1	0	1
BOEING	727247	0	0	0	0	8	0	0	0	8
BOEING	72725	0	0	0	0	0	0	1	0	1
BOEING	727251	0	0	1	0	0	0	1	0	2
BOEING	727277	0	1	0	0	0	0	0	0	1
BOEING	72727C	0	1	1	0	0	0	0	0	2
BOEING	7272F9	0	1	0	0	11	0	0	0	12
BOEING	7272S7	0	0	0	0	1	0	1	0	2
BOEING	737200	0	0	2	0	0	0	0	0	2
BOEING	737222	0	0	0	0	1	0	0	0	1
BOEING	737232	0	0	0	0	2	0	0	0	2
BOEING	737275C	0	2	0	0	0	0	0	0	2
BOEING	737296	0	0	0	0	1	0	0	0	1
BOEING	7372B7	0	0	3	0	0	0	0	0	3
BOEING	7372C0	0	1	0	0	0	0	0	0	1
BOEING	7372H4	0	2	1	0	4	0	0	0	7
BOEING	7372M6C	0	0	0	0	2	0	0	0	2
BOEING	7372Q9	0	0	0	0	0	0	1	0	1
BOEING	7372T4	0	2	0	0	3	0	0	0	5
BOEING	737301	0	1	1	0	1	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737347	0	1	0	0	0	0	0	0	1
BOEING	7373B7	0	0	1	0	1	0	0	1	3
BOEING	7373H4	0	0	1	0	4	0	0	0	5
BOEING	7373T0	0	0	1	0	5	0	0	0	6
BOEING	7373T5	0	0	0	0	4	0	0	0	4
BOEING	7375H4	0	1	0	0	0	0	0	0	1
BOEING	747123	0	1	0	0	0	0	0	0	1
BOEING	747133	0	0	2	0	0	0	1	0	3
BOEING	747227B	0	0	0	0	0	0	1	0	1
BOEING	747230B	0	0	0	0	1	0	0	0	1
BOEING	747233B	0	0	1	0	0	0	0	0	1
BOEING	747238B	0	0	0	0	1	0	1	0	2
BOEING	747251B	0	0	0	0	1	0	0	0	1
BOEING	747251F	0	0	0	0	2	0	0	0	2
BOEING	747273C	0	0	0	0	0	0	1	0	1
BOEING	747422	0	0	0	0	1	0	0	0	1
BOEING	747433	0	0	0	0	3	0	0	0	3
BOEING	747451	0	0	1	0	0	0	0	0	1
BOEING	757*	0	0	0	0	0	0	1	0	1
BOEING	757222	0	0	2	0	0	0	0	0	2
BOEING	757232	0	0	0	0	0	0	1	0	1
BOEING	757236	0	0	0	0	0	0	1	0	1
BOEING	75723A	0	1	0	0	0	0	0	0	1
BOEING	757251	0	2	0	0	0	0	1	0	3
BOEING	75728A	0	0	0	0	0	0	1	0	1
BOEING	7572B7	0	0	2	0	0	0	1	0	3
BOEING	767233	0	5	0	0	1	0	0	0	6

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	767322	0	1	1	0	0	0	0	0	2
BOEING	767332	0	0	2	0	0	0	0	0	2
BOEING	777222	0	0	1	0	0	0	0	0	1
BRAERO	HS7482A	0	4	0	0	1	2	0	0	7
BRAERO	HS7482B	0	0	0	0	1	0	0	0	1
CESSNA	150L	0	0	0	0	1	0	0	0	1
CESSNA	150M	0	1	0	0	0	0	0	0	1
CESSNA	152	0	0	1	0	0	0	0	1	2
CESSNA	172	0	0	0	0	0	0	1	0	1
CESSNA	172M	0	1	0	0	1	0	2	0	4
CESSNA	172P	0	0	1	0	0	0	0	0	1
CESSNA	172Q	0	0	1	0	0	0	0	0	1
CESSNA	208B	0	3	0	0	1	0	1	0	5
CESSNA	210L	0	0	0	0	1	0	0	0	1
CESSNA	210R	0	0	0	0	0	1	0	0	1
CESSNA	401	0	0	0	0	1	0	0	0	1
CESSNA	402B	0	0	0	0	0	0	0	1	1
CESSNA	404CESSNA	0	0	1	0	0	0	0	1	2
CESSNA	441	0	0	3	0	0	0	0	0	3
CESSNA	501	0	1	0	0	0	0	0	0	1
CESSNA	560CESSNA	0	0	1	0	0	0	0	0	1
CESSNA	A185E	0	0	1	0	0	0	0	0	1
CESSNA	A185F	0	3	1	0	0	0	0	0	4
CESSNA	U206	0	0	0	0	1	0	0	0	1
CESSNA	U206F	0	0	1	0	0	0	0	0	1
CNDAIR	CL2151A10	0	1	1	0	0	0	0	0	2
CNDAIR	CL6001A11	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CNDAIR	CL6002B19	0	0	3	0	1	0	0	0	4
CNDAIR	CL6002B19	0	2	0	0	0	0	0	0	2
CURTIS	C46*	0	2	0	0	0	0	0	0	2
CVAC	340CVAC	0	0	2	0	1	0	0	0	3
CVAC	340CVAC	0	0	2	0	0	0	0	0	2
DHAV	DHC3	0	0	2	0	0	0	1	0	3
DHAV	DHC6100	0	0	0	0	0	0	1	0	1
DHAV	DHC6200	0	1	0	0	1	0	0	0	2
DHAV	DHC6300	0	1	1	0	0	0	1	0	3
DHAV	DHC7*	0	1	0	0	0	0	0	0	1
DHAV	DHC7102	0	0	1	0	0	0	0	0	1
DHAV	DHC8*	0	1	0	0	1	0	0	0	2
DHAV	DHC8101	0	1	0	0	0	0	0	0	1
DHAV	DHC8102	0	10	7	0	5	1	1	0	24
DHAV	DHC8102	0	2	1	0	0	0	1	0	4
DHAV	DHC8202	0	0	1	0	0	0	0	0	1
DHAV	DHC8301	0	1	1	0	5	0	4	0	11
DHAV	DHC8301	0	0	0	0	0	0	1	0	1
DHAV	DHC8311	0	0	2	0	0	0	0	0	2
DHAV	DHC8311	0	1	0	0	0	0	0	0	1
DORNER	DO328100	0	2	3	0	0	0	0	0	5
DOUG	DC1010	0	1	2	1	16	0	0	0	20
DOUG	DC1010F	0	0	0	0	3	0	0	0	3
DOUG	DC1030	0	1	2	0	4	0	1	0	8
DOUG	DC1030F	0	1	0	0	0	0	0	0	1
DOUG	DC1030F	0	0	1	0	0	0	0	0	1
DOUG	DC1040	0	0	0	0	2	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC3	0	0	1	0	0	0	0	0	1
DOUG	DC3C	0	0	0	0	0	0	0	1	1
DOUG	DC861	0	0	1	0	7	0	0	0	8
DOUG	DC861F	0	0	0	0	1	0	0	0	1
DOUG	DC862	0	1	0	0	10	0	0	0	11
DOUG	DC863	0	1	1	0	0	0	0	0	2
DOUG	DC863F	0	0	0	0	7	0	0	0	7
DOUG	DC871F	0	1	0	0	34	0	1	0	36
DOUG	DC873F	0	0	1	0	0	0	0	0	1
DOUG	DC873F	0	1	0	0	0	0	0	0	1
DOUG	DC8F55	0	2	0	0	0	0	0	0	2
DOUG	DC914	0	1	1	0	0	0	0	0	2
DOUG	DC915	0	0	1	0	1	0	0	0	2
DOUG	DC931	0	3	6	0	17	0	0	0	26
DOUG	DC932	0	10	9	0	30	0	1	1	51
DOUG	DC941	0	0	1	0	5	0	0	0	6
DOUG	DC951	0	0	1	0	0	0	1	0	2
DOUG	DC981	0	0	1	0	0	0	0	0	1
DOUG	DC982	0	1	2	0	2	0	1	0	6
DOUG	DC983	0	0	1	0	0	0	0	0	1
DOUG	MD88	0	0	1	0	2	0	0	0	3
EMB	EMB120ER	0	0	0	0	0	1	0	0	1
EMB	EMB120RT	0	0	2	0	8	0	1	0	11
FOKKER	F28MK0100	0	0	4	0	0	0	0	0	4
FOKKER	F28MK4000	0	1	5	0	82	0	0	0	88
GRUMAV	G21A	0	0	0	0	0	0	0	1	1
GULSTM	500B	0	0	0	0	0	0	0	1	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
GULSTM	GA7	0	0	0	0	1	0	0	0	1
LEAR	24D	0	0	0	0	1	0	0	0	1
LEAR	25B	0	0	0	0	0	0	1	0	1
LEAR	35A	0	0	1	0	0	0	0	0	1
LKHEED	1011385115	0	0	2	0	0	0	0	0	2
LKHEED	188C	0	0	2	0	0	0	0	0	2
MAULE	M7235	0	1	1	0	0	0	0	0	2
MTSBSI	MU2B35	0	0	0	0	0	0	2	0	2
PARTEN	P68C	0	1	0	0	0	0	0	0	1
PIPER	PA18A	0	0	0	0	0	0	1	0	1
PIPER	PA23250	0	1	0	0	0	0	0	0	1
PIPER	PA28151	0	1	0	0	0	0	0	0	1
PIPER	PA28R200	0	0	1	0	0	0	0	0	1
PIPER	PA31	0	1	0	0	0	0	0	0	1
PIPER	PA31350	0	2	3	0	0	0	0	3	8
PIPER	PA31T	0	1	1	0	0	0	0	0	2
PIPER	PA31T2	0	1	0	0	0	0	0	0	1
PIPER	PA32301	0	0	1	0	0	1	0	0	2
PIPER	PA42	0	0	0	0	0	0	1	0	1
PIPER	PA421000	0	1	0	0	0	0	0	0	1
SAAB	340B	0	1	5	0	0	0	1	0	7
SAAB	SF340A	0	0	6	0	0	0	2	0	8
SAAB	SF340A	0	0	0	0	0	0	1	0	1
STBROS	SD360	0	0	0	0	0	0	1	0	1
SWRNGN	SA226T	0	0	0	0	0	0	1	0	1
SWRNGN	SA226TC	0	0	2	0	0	0	2	0	4
SWRNGN	SA227AC	0	1	0	0	0	0	1	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	11-18	21-29	SDR TOTALS BY FAA ATA SYSTEM CHAPTER				71-79	80-85	TOTAL
				30-38	45-49	51-57	61-67			
	TOTALS	0	118	166	1	340	8	71	15	719

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**3/8/98 To 3/14/98 ISSUE: 98-11 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
ABXA	ABX AIR INC	GL23
ANCF	AEROVIAS NACIONALES DE COLOMBIA S A	SO23
BN4R	UNITED TECHNOLOGIES CORP	WP05
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DKAA	RELIANT AIRLINES INC	GL23
DXTA	EXECUTIVE JET AVIATION INC	GL07
EE4Y	COOPERATIVA DE SERVICIOS AEREOS IND	SO23
EY2R	AIRCRAFT PROPELLER SERVICE INC	GL03
FDEA	FEDERAL EXPRESS CORP	SO25
GJPY	GUANGCHOU AIRCRAFT MNTC AND ENGINEE	WP33
GK4Y	AIR TERMINAL SERVICES FIJI LTD	WP03
IPXA	UNITED PARCEL SERVICE CO	SO01
IXXA	AIR TRANSPORT INTERNATIONAL LIMITED	GL23
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
MALA	MESABA AVIATION INC	GL15
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MZZA	CONTINENTAL MICRONESIA INC	WP13
NWAA	NORTHWEST AIRLINES INC	GL01
PNSA	PENINSULA AIRWAYS INC	AL03
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SI3R	UNITED TECHNOLOGIES CORP	NE03
SIMA	SIMMONS AIRLINES INC	SW21
SWAA	SOUTHWEST AIRLINES CO	SW07
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
UU2R	WOODWARD GOVERNOR CO AIRCRAFT PRODU	GL03
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
ZZDA	AIRTRAN AIRWAYS INC	SO11
(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)		

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data System Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.